

Appendices



APPENDIX A: LETTERS OF CONSULTATION AND COORDINATION

Cooperating Agencies

2007 Invitation to U.S. Bureau of Land Management to Become a Cooperating Agency

2007 Invitations to Cooperating Agencies – Counties

2007 Responses from Cooperating Agencies – Counties

2010 Restart Letter to Cooperating Agencies – Counties

Agency Consultation

U.S. Fish and Wildlife Consultation

Tribal Consultation

State and Local Agency Consultation

National Historic Preservation Act Section 106 Consultation

Colorado Plateau Archaeological Alliance

Utah State Historic Preservation Office

Arizona State Parks

2013 Correspondence with Consulting Parties

U.S. Bureau of Land Management

Other Federal Agency Correspondence

U.S. Environmental Protection Agency Correspondence

U.S. Army Corps of Engineers Correspondence

COOPERATING AGENCIES

2007 Invitation to U.S. Bureau of Land Management to Become a Cooperating Agency

2007 Invitations to Cooperating Agencies – Counties

2007 Responses from Cooperating Agencies – Counties

2010 Restart Letter to Cooperating Agencies – Counties



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

JUN 28 2007

Memorandum

To: Utah State Director, Bureau of Land Management

From: Superintendent, Glen Canyon National Recreation Area

Re: Off-Highway Vehicle Environmental Impact Statement

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

The Council on Environmental Quality (CEQ) regulations implementing the *National Environmental Policy Act* allows federal agencies to invite other federal agencies to serve as cooperating agencies in the preparation of an EIS. Cooperating agencies serve an important role in ensuring that the lead agency considers and evaluates a wide range of issues, alternatives, and outcomes during an environmental review.

We invite BLM to participate as a cooperating agency as we develop the EIS. This letter serves as our formal request for your participation and outlines shared roles and responsibilities during the EIS process.

CEQ regulations at 40 §1501.6 outline the parameters of a cooperating agency's possible role in the EIS process. Under these regulations, a cooperating agency may help the lead agency to:

- Identify issues and impacts to be addressed in the EIS;
- Identify and arrange for the collection and/or assembly of necessary resource, environmental, social, economic, and institutional data, and analyze such data;
- Develop alternatives;
- Evaluate alternatives and estimate the effects of implementing each alternative; and
- Review the draft EIS before it is released to the public.

Cooperating agency status does not inherently mean that the cooperating agency supports the proposal. In addition, the National Park Service remains solely responsible for selecting and implementing the final decision reached through the EIS process. Any discussions or materials that are to remain confidential through the EIS process will be identified as such as the need arises.

We recognize that many roads pass through BLM lands and Glen Canyon NRA lands. It is important for our agencies to coordinate and communicate on issues concerning the management of these roadways. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Kane, Garfield, San Juan, Wayne, and Coconino Counties to participate in this process as cooperating agencies.

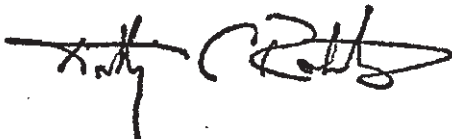
If you accept our invitation to participate as a cooperating agency, we will initiate the process by working with you on the development of issues and alternatives to be considered in the EIS process.

Please let us know if you would like to participate in this process as a cooperating agency by responding in writing to this letter and designating an individual who will represent BLM in this process.

We firmly believe that close cooperation with our partners will result in a more informed, timely, and ultimately effective planning process and decision. We look forward to your response to our request. Attached is a tentative timeline for the completion of the EIS.

If you have any questions about this planning effort, please do not hesitate to contact either Kevin Schneider at 928-608-6208 or Brian Sweatland at 303-969-2103.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kitty L. Roberts', with a stylized flourish at the end.

Kitty L. Roberts
Superintendent

Attachment

cc:

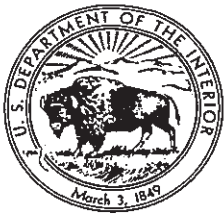
Kane County Chair
Garfield County Chair
San Juan County Chair
Coconino County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA

**Off Highway Vehicle Planning
Environmental Impact Statement and Rulemaking
Tentative Schedule**

May 2007	Internal Scoping Begins – Meetings with potential cooperating agencies
June 2007	Cooperating agencies established
July 2007	Public Scoping Begins – Notice of Intent published in Federal Register 60 day public comment period with public workshops
Spring 2008	Draft EIS available for cooperating agency review
Summer 2008	Draft EIS available for public review with public workshops Proposed regulation available for public review (if necessary based on the preferred alternative)
Winter 2008-2009	Final EIS available for cooperating agency review
Spring 2009	Final EIS published
Summer 2009	Record of Decision signed Final regulation published



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 - OHV-EIS

MAY 23 2007

Chairman Carl Taylor
Coconino County Board of Supervisors
219 East Cherry Avenue
Flagstaff, Arizona 86001

SPK
5/22
ks 5/2

Dear Chairman Taylor:

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

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We invite you to participate as a cooperating agency as we develop the EIS. This letter serves as our formal request for your participation and outlines shared roles and responsibilities during the EIS process.

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We recognize that Coconino County has special localized expertise with socioeconomic issues and local recreational uses that may be affected by OHV use and management within Glen Canyon NRA. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Kane, Garfield, San Juan, and Wayne Counties and the Bureau of Land Management to participate in this process as cooperating agencies.

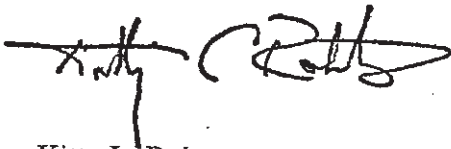
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Please let us know if you would like to participate in this process as a cooperating agency by responding in writing to this letter and designating an individual who will represent your county in this process.

We firmly believe that close cooperation with our partners will result in a more informed, timely, and ultimately effective planning process and decision. We look forward to your response to our request. Enclosed is a tentative timeline for the completion of the EIS.

If you have any questions about this planning effort, please do not hesitate to contact either Kevin Schneider at 928-608-6208 or Brian Sweatland at 303-969-2103.

Sincerely,



Kitty L. Roberts
Superintendent

Enclosure

cc:

Kane County Chair
Garfield County Chair
San Juan County Chair
Wayne County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 - OHV-EIS

MAY 23 2007

Chairman Maloy Dodds
Garfield County Commissioners
P.O. Box 77
Panguitch, Utah 84759

SPK
5/22/07
JCS
5/22

Dear Chairman Dodds:

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

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We recognize that Garfield County has special localized expertise with socioeconomic issues and local recreational uses that may be affected by OHV use and management within Glen Canyon NRA. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Kane, San Juan, Wayne, and Coconino Counties and the Bureau of Land Management to participate in this process as cooperating agencies.

If you accept our invitation to participate as a cooperating agency, we will initiate the process by working with you on the development of issues and alternatives to be considered in the EIS process.

Please let us know if you would like to participate in this process as a cooperating agency by responding in writing to this letter and designating an individual who will represent your county in this process.

We firmly believe that close cooperation with our partners will result in a more informed, timely, and ultimately effective planning process and decision. We look forward to your response to our request. Enclosed is a tentative timeline for the completion of the EIS.

If you have any questions about this planning effort, please do not hesitate to contact either Kevin Schneider at 928-608-6208 or Brian Sweatland at 303-969-2103.

Sincerely,



Kitty L. Roberts
Superintendent

Enclosure

cc:

Kane County Chair
San Juan County Chair
Wayne County Chair
Coconino County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

MAY 23 2007

Chairman Mark Habbeshaw
Kane County Commissioners
76 North Main
Kanab, Utah 84741

Dear Chairman Habbeshaw:

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

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8/24
5/22
10
5/12

We recognize that Kane County has special localized expertise with socioeconomic issues and local recreational uses that may be affected by OHV use and management within Glen Canyon NRA. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Garfield, San Juan, Wayne, and Coconino Counties and the Bureau of Land Management to participate in this process as cooperating agencies.

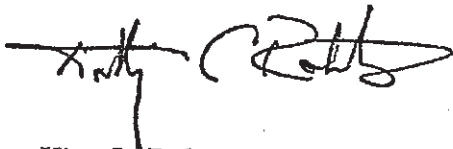
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Kitty L. Roberts
Superintendent

Enclosure

cc:

Garfield County Chair
San Juan County Chair
Wayne County Chair
Coconino County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

Chairman Bruce Adams
San Juan County Commissioners
P.O. Box 9
Monticello, Utah 84535

SPK
5/22/16
15
5/22

Dear Chairman Adams:

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

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We recognize that San Juan County has special localized expertise with socioeconomic issues and local recreational uses that may be affected by OHV use and management within Glen Canyon NRA. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Kane, Garfield, Wayne, and Coconino Counties and the Bureau of Land Management to participate in this process as cooperating agencies.

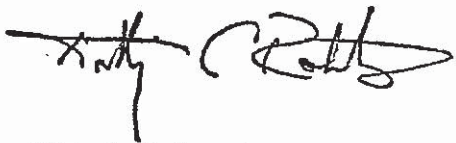
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Sincerely,



Kitty L. Roberts
Superintendent

Enclosure

cc:

Kane County Chair
Garfield County Chair
Wayne County Chair
Coconino County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 - OHV-EIS

JUN - 4 2007

Chairman Thomas Jeffery
Wayne County Commissioners
P.O. Box 189
Loa, Utah 84747

SPerkin
5/22/07
p. 512

Dear Chairman Jeffery:

Glen Canyon National Recreation Area (NRA) is beginning the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use. The purpose of this EIS is to develop a management plan for OHV use within the recreation area, including to: 1) evaluate the effects of the use of all terrain vehicles (ATVs) on park roads; 2) evaluate the use of motorized vehicles (i.e., ATVs and conventional vehicles) when operated off-road at the Lone Rock Beach area; and 3) evaluate the use of motorized vehicles at designated shoreline areas along Lake Powell.

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We recognize that Wayne County has special localized expertise with socioeconomic issues and local recreational uses that may be affected by OHV use and management within Glen Canyon NRA. Your participation in this process, beginning with the internal scoping effort, is intended to ensure that we identify the full range of significant issues, possible impacts, and alternatives to be considered during the EIS review. We are also inviting Kane, Garfield, San Juan, and Coconino Counties and the Bureau of Land Management to participate in this process as cooperating agencies.

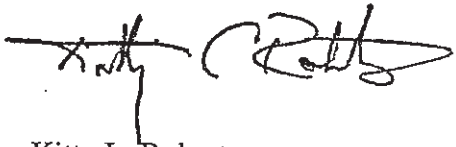
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Sincerely,



Kitty L. Roberts
Superintendent

Enclosure

cc:

Kane County Chair
Garfield County Chair
San Juan County Chair
Coconino County Chair

bcc:

KSchneider, GLCA
BSweatland, GLCA



COCONINO COUNTY ARIZONA

BOARD OF SUPERVISORS

June 12, 2007

Carl Taylor
District 1

Elizabeth C. Archuleta
District 2

Matt Ryan
District 3

Deb Hill
District 4

Louise Yellowman
District 5

Ms. Kitty L. Roberts
Superintendent
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Dear Kitty,

Thank you for your letter dated May 23, 2007, inviting Coconino County to participate in the process to develop an Environmental Impact Statement (EIS) to evaluate off-highway vehicle (OHV) use.

The majority of the land impacted by off-highway vehicle use is in Utah. We would be interested in being part of a larger scale endeavor and more long term planning.

We appreciate being asked to participate in the process but respectfully decline the invitation. Thank you for your consideration.

Sincerely,

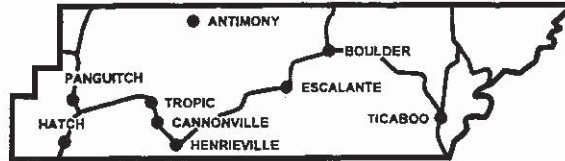
Carl Taylor
Chairman
Board of Supervisors

Thanks for asking!

GARFIELD COUNTY

County Commissioners

D. Maloy Dodds
H. Dell LeFevre
Clare M. Ramsay
Camille A. Moore
Clerk/Auditor



55 South Main Street, P.O. Box 77 • Panguitch, Utah 84759
Phone (435) 676-8826 • Fax (435) 676-8239

Joe Thompson, Assessor
Judy Henrie, Treasurer
James D. Perkins, Sheriff
Barry L. Huntington, Attorney
A. Les Barker, Recorder
John W. Yardley,
Justice Court Judge

May 29, 2007

Kitty L. Roberts
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040

Dear Superintendent Roberts:

Please consider this letter Garfield County's acceptance of your invitation to participate in the Environmental Impact Statement to evaluate off-highway vehicle use in Glen Canyon National Recreation Area. Garfield County has designated Commissioner Clare Ramsay as the contact for the project.

In addition to Garfield County's expertise associated with socioeconomic and local recreation issues, the County also has significant jurisdiction regarding roads in the area. We anticipate that the process will also analyze OHV use on Garfield County's roads, in addition to park roads. We also anticipate there will be some opportunity to discuss open OHV areas beyond the shoreline. Utah's burgeoning OHV registrations and expanding OHV use in Southern Utah are frequently recognized by federal agencies as an important issue in their planning process for providing opportunities for appropriate OHV use, including properly located open areas.

We are anxious to participate cooperatively in this process and complement your efforts to solve OHV issues in the Recreation Area. Please advise us if you need our assistance in developing a Memorandum of Understanding. We are also anxious to initiate our involvement at the earliest possible date. If you have any questions please contact me at 435-676-1162. We thank you in advance for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "D. Maloy Dodds".

D. Maloy Dodds
Garfield County Commission Chairman

cc: Kane County, San Juan County, Wayne County



Kane County Commission
Mark W. Habbeshaw, Daniel W. Hulet, Duke Cox
76 North Main
Kanab, Utah 84741
(435) 644-4901

July 11, 2007

Kitty L Roberts
Superintendent
Glen Canyon National Recreational Area
PO Box 1507
Page, Arizona 86040

Dear Superintendent Roberts,

Kane County appreciates and accepts your invitation to participate in the GCNRA transportation/OHV NEPA planning effort as a cooperating agency. The County Commission hopes that we can provide local expertise regarding socio-economic issues as well as other areas of the planning effort.

The County Commission has designated Commissioner Mark Habbeshaw to represent the county in this planning effort.

We look forward to working with you and your staff in this important planning effort.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mark W. Habbeshaw".

Mark W. Habbeshaw
Commission Chair
(435) 644-4902
markh@kanab.net

cc: San Juan County
Garfield County



SAN JUAN COUNTY COMMISSION

Bruce B. Adams - Chairman
Kenneth Maryboy - Vice-Chairman
Lynn H. Stevens - Commissioner
Rick M. Bailey - Administrator

May 30, 2007

Kitty L. Roberts, Superintendent
Glen Canyon Recreation Area
PO Box 1507
Page, Arizona 86040

Dear Ms. Roberts,

I received your invitation to become a participating cooperating agency, in conjunction with the Council on Environmental Quality.

Speaking for myself, and on behalf of the San Juan County Commission, we are eager to be a cooperating agency.

Thank you for the invitation. We look forward to doing our part.

Sincerely,

Bruce Adams, Chairman
San Juan County Commission

BBA/sd

Wayne County
18 South Main
Loa, Utah 84747

Phone 435-836-2765
Fax 435-836-2479

COMMISSIONERS
Thomas A. Jeffery, Chairman
Stanley W. Wood
DeRae Fillmore

Recorder/Treasurer
Assessor
Attorney
Clerk/Auditor
Sheriff

Colleen Brinkerhoff
Carolyn Moosman
Marvin Bagley
Ryan Torgerson
Kurt R. Taylor

June 8, 2007

Kitty L. Roberts
Glen Canyon National Recreation Area
PO Box 1507
Page, Arizona 86040

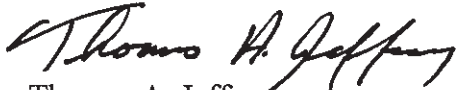
Dear Superintendent Roberts,

Wayne County appreciates your invitation to participate in the Environmental Impact Statement to evaluate off-highway vehicle use in Gen Canyon National Recreation Area. Wayne County accepts your invitation and has designated Commissioner DeRae Fillmore as the contact for the project.

We are anxious to participate cooperatively in this process and complement your efforts. Since OHV use is becoming more popular it is important to address the associated issues in the planning process.

We look forward to participating in this process.

Sincerely,



Thomas A. Jeffery
Wayne County Commission Chair

cc: Kane County, San Juan County, Garfield County



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

SEP 17 2010

Chairman Maloy Dodds
Garfield County Commissioners
P.O. Box 77
Panguitch, Utah 84759

Dear Chairman Dodds:

The National Park Service (NPS) at Glen Canyon National Recreation Area (NRA) started work on the Off-Road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) in August 2007. The plan process has been delayed due to changes in staff and funding. With this letter, we would like to restart our communications and cooperation on this planning process.

Thank you for accepting our offer to participate in the ORV plan/environmental impact statement as a cooperating agency. As we discussed in our May 9, 2007 meeting, we issued you a formal invitation to participate on June 4, 2007. You indicated your willingness to participate in your May 29, 2007 response. As our June 4, 2007 letter described, cooperating agencies help the lead agency to:

- Identify issues and impacts to be addressed in the EIS
Thank you for sharing your concerns on these topics during our May 9, 2007 meeting.
- Identify and arrange for the collection and/or assembly of necessary resource, environmental, social, economic, and institutional data, and analyze such data
- Develop alternatives
- Evaluate alternatives and estimate the effects of implementing each alternative
We are developing alternatives based on the public scoping information we received from you, other cooperating agencies, and the public, and we hope to be able to meet with you soon to get your feedback on the proposed alternatives.
- Review the draft EIS before it is released to the public
We expect to have a preliminary draft EIS sometime in the spring of 2011. As a cooperating agency, we invite you to provide comments on that EIS based on your special expertise as it relates to socioeconomic issues and local recreational uses. We have the EIS on a tight schedule to meet court-ordered deadlines, so we will need to receive your comments 45 days after you receive the draft EIS.

As we pointed out in our June 4, 2007 letter, some materials will need to remain confidential throughout the EIS. The proposed alternatives and draft EIS are documents that should not be released.

Glen Canyon will issue a press release to announce the opening of the alternatives public scoping period on Monday, October 18. This scoping period will allow the NPS to better incorporate public input on specific alternatives for the ORV Environmental Impact Statement. Alternatives public scoping will run through November 17.

We intend to host seven public workshops on the ORV plan alternatives. These workshops would provide the public with the opportunity to share their ideas and address their questions directly to Glen Canyon staff members. The scoping workshops are tentatively scheduled for late afternoon/early evening on the following dates:

November 1 in Page at National Park Service Headquarters
November 2 in Blanding at USU/CEU San Juan Campus, Blanding Arts & Events Center
November 3 in Escalante at the Interagency Visitor Center
November 4 in Kanab at the Middle School
November 5 in Flagstaff at the Summit Fire Station 33 on Highway 89
TBD in Oljato, UT at the Oljato Chapter House
TBD in Navajo Mountain, UT at the Navajo Mountain Chapter House

We would also like to meet individually with each of our Cooperating Agencies to gather your input and ideas. Please contact Joe David at 928-650-6337 to determine the best available time to meet with you. As cooperators, your comments do not need to fall within the public scoping timeframe, so we can be flexible in scheduling your meetings times prior to the alternatives public scoping period.

Thank you for your input thus far and we look forward to working with you as the EIS process proceeds.

Sincerely,



Kym A. Hall
Acting Superintendent

Enclosure

cc:
Kane County Chair
San Juan County Chair
Wayne County Chair



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

SEP 17 2010

Chairman Mark W. Habbeshaw
Kane County Commissioners
76 North Main
Kanab, Utah 84741

Dear Chairman Habbeshaw:

The National Park Service (NPS) at Glen Canyon National Recreation Area (NRA) started work on the Off-Road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) in August 2007. The plan process has been delayed due to changes in staff and funding. With this letter, we would like to restart our communications and cooperation on this planning process.

Thank you for accepting our offer to participate in the ORV plan/environmental impact statement as a cooperating agency. As we discussed in our May 8, 2007 meeting, we issued you a formal invitation to participate on June 4, 2007. You indicated your willingness to participate in your July 1, 2007 response. As our June 4, 2007 letter described, cooperating agencies help the lead agency to:

- Identify issues and impacts to be addressed in the EIS
Thank you for sharing your concerns on these topics during our May 8, 2007 meeting.
- Identify and arrange for the collection and/or assembly of necessary resource, environmental, social, economic, and institutional data, and analyze such data
- Develop alternatives
- Evaluate alternatives and estimate the effects of implementing each alternative
We are developing alternatives based on the public scoping information we received from you, other cooperating agencies, and the public, and we hope to be able to meet with you soon to get your feedback on the proposed alternatives.
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As we pointed out in our June 4, 2007 letter, some materials will need to remain confidential throughout the EIS. The proposed alternatives and draft EIS are documents that should not be released.

Glen Canyon will issue a press release to announce the opening of the alternatives public scoping period on Monday, October 18. This scoping period will allow the NPS to better incorporate public input on specific alternatives for the ORV Environmental Impact Statement. Alternatives public scoping will run through November 17.

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Thank you for your input thus far and we look forward to working with you as the EIS process proceeds.

Sincerely,

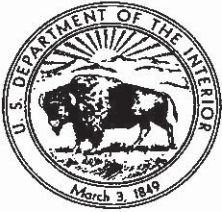


Kym A. Hall
Acting Superintendent

Enclosure

cc:

Wayne County Chair
Garfield County Chair
San Juan County Chair



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

SEP 17 2010

Chairman Bruce Adams
San Juan County Commissioners
P.O. Box 9
Monticello, Utah 84535

Dear Chairman Adams:

The National Park Service (NPS) at Glen Canyon National Recreation Area (NRA) started work on the Off-Road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) in August 2007. The plan process has been delayed due to changes in staff and funding. With this letter, we would like to restart our communications and cooperation on this planning process.

Thank you for accepting our offer to participate in the ORV plan/environmental impact statement as a cooperating agency. As we discussed in our May 14, 2007 meeting, we issued you a formal invitation to participate on June 4, 2007. You indicated your willingness to participate in your May 30, 2007 response. As our June 4, 2007 letter described, cooperating agencies help the lead agency to:

- Identify issues and impacts to be addressed in the EIS
Thank you for sharing your concerns on these topics during our May 14, 2007 meeting.
- Identify and arrange for the collection and/or assembly of necessary resource, environmental, social, economic, and institutional data, and analyze such data
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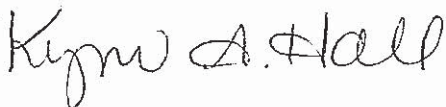
TBD in Oljato, UT at the Oljato Chapter House

TBD in Navajo Mountain, UT at the Navajo Mountain Chapter House

We would also like to meet individually with each of our Cooperating Agencies to gather your input and ideas. Please contact Joe David at 928-650-6337 to determine the best available time to meet with you. As cooperators, your comments do not need to fall within the public scoping timeframe, so we can be flexible in scheduling your meetings times prior to the alternatives public scoping period.

Thank you for your input thus far and we look forward to working with you as the EIS process proceeds.

Sincerely,



Kym A. Hall
Acting Superintendent

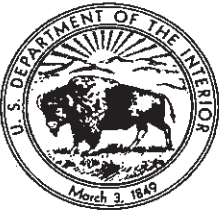
Enclosure

cc:

Kane County Chair

Garfield County Chair

Wayne County Chair



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

SEP 17 2010

Chairman Thomas Jeffery
Wayne County Commissioners
P.O. Box 189
Loa, Utah 84747

Dear Chairman Jeffery:

The National Park Service (NPS) at Glen Canyon National Recreation Area (NRA) started work on the Off-Road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) in August 2007. The plan process has been delayed due to changes in staff and funding. With this letter, we would like to restart our communications and cooperation on this planning process.

Thank you for accepting our offer to participate in the ORV plan/environmental impact statement as a cooperating agency. As we discussed in our June 4, 2007 meeting, we issued you a formal invitation to participate on June 4, 2007. You indicated your willingness to participate in your June 8, 2007 response. As our June 4, 2007 letter described, cooperating agencies help the lead agency to:

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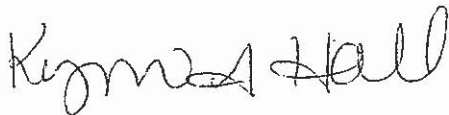
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TBD in Oljato, UT at the Oljato Chapter House
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Thank you for your input thus far and we look forward to working with you as the EIS process proceeds.

Sincerely,



Kym A. Hall
Acting Superintendent

Enclosure

cc:

Kane County Chair
Garfield County Chair
San Juan County Chair

AGENCY CONSULTATION

U.S. Fish and Wildlife Consultation

Tribal Consultation

State and Local Agency Consultation



United States Department of the Interior

U.S. Fish and Wildlife Service
Arizona Ecological Services Field Office
2321 West Royal Palm Road, Suite 103
Phoenix, Arizona 85021-4951

Telephone: (602) 242-0210 Fax: (602) 242-2513



In Reply Refer to:

AESO/SE
22410-2008-I-0007

October 5, 2007

Memorandum

To: Superintendent, Glen Canyon National Recreation Area, Page, Arizona

From: Field Supervisor

Subject: Glen Canyon National Recreation Area Off-road Vehicle Management Plan

Thank you for your recent scoping newsletter regarding the proposed Glen Canyon National Recreation Area Off-road Vehicle Management Plan. The newsletter requested comments in order to identify issues and alternatives for analysis in an environmental impact statement. We offer the following initial comments.

Based on the description of the project area, the following species may occur in the Arizona portion of the project area. You can find more information on listed species in Coconino County on our website <http://www.fws.gov/southwest/es/arizona/>.

Brady pincushion cactus (*Pediocactus bradyi*) - endangered
Colorado pikeminnow (*Ptychocheilus lucius*) - endangered
Razorback sucker (*Xyrauchen texanus*) - endangered
Brown pelican (*Pelecanus occidentalis californicus*) - endangered
California condor (*Gymnogyps californianus*) - endangered (threatened within experimental population area)
Mexican spotted owl (*Strix occidentalis lucida*) - threatened
Southwestern willow flycatcher (*Empidonax traillii extimus*) - endangered
Yellow-billed cuckoo (*Coccyzus americanus*) - candidate

The same and other species may occur in the Utah portion of the project area. Our Utah Field Office has posted county species lists for Utah on the Internet. Their information can be found at <http://www.fws.gov/mountain-prairie/endspp/CountyLists/UTAH.htm>.

Endangered and threatened species are protected by Federal law and must be considered prior to project development. If the action agency determines that listed species or critical habitat may be adversely affected by a federally funded, permitted, or authorized activity, the action agency will need to request formal consultation with us pursuant to the Endangered Species Act of 1973, as amended (Act). If the action agency determines that the planned action may jeopardize a proposed species or destroy or adversely modify proposed critical habitat, the action agency will need to enter into a section 7 conference. Candidate species are those for which there is

sufficient information to support a proposal for listing; conservation agreement species are those for which we have entered into an agreement to protect the species and its habitat. Although candidate and conservation agreement species have no legal protection under the Act, we recommend that they be considered in the planning process in the event that they become listed or proposed for listing prior to project completion.

If any proposed action occurs in or near areas with trees and shrubs growing along watercourses, known as riparian habitat, we recommend the protection of these areas. Riparian areas are critical to biological community diversity and provide linear corridors important to migratory species. In addition, if the project will result in the deposition of dredged or fill materials into waterways, we recommend you contact the Army Corps of Engineers which regulates these activities under Section 404 of the Clean Water Act.

The State of Arizona and some of the Native American Tribes protect some plant and animal species not protected by Federal law. We recommend you contact the Arizona Game and Fish Department and the Arizona Department of Agriculture for State-listed or sensitive species, or contact the appropriate Native American Tribe to determine if sensitive species are protected by Tribal governments in your project area. In keeping with our trust responsibilities to American Indian Tribes, by copy of this memorandum, we notify the Chemehuevi Tribe, Hopi Tribe, Kaibab Band of Paiute Indians, and the Navajo Nation which may be affected by the proposed action. We also encourage you to invite the Bureau of Indian Affairs to participate in the review of your proposed action.

We look forward to working with you to determine and address possible effects to listed species as the project is developed. If we can be of further assistance, please contact Bill Austin (x102) or Brenda Smith (x101) at (928) 226-0614. Please refer to the consultation number 22410-2008-I-0007 in future correspondence concerning this project.

Delia T. Bill
for Steven L. Spangle

cc: Field Supervisor, Fish and Wildlife Service, West Valley City, UT
Chairperson, Chemehuevi Tribe, Havasu Lake, CA
Chairperson, Hopi Tribe, Kykotsmovi, AZ
Chairperson, Kaibab Band of Paiute Indians, Fredonia, AZ
President, Navajo Nation, Window Rock, AZ
Environmental Specialist, Environmental Services, Western Regional Office, Bureau of Indian Affairs, Phoenix, AZ
NEPA Coordinator, Environmental Services, Navajo Regional Office, Bureau of Indian Affairs, Gallup, NM
Chief, Habitat Branch, Arizona Game and Fish Department, Phoenix, AZ
Regional Supervisor, Arizona Game and Fish Department, Flagstaff, AZ

January 7, 2008

Mr. Larry Crist, Project Leader
Utah Ecological Services Field Office
US Fish and Wildlife Service
2369 West Orton Circle, Suite 50
West Valley City, Utah 84119

Subject: Glen Canyon National Recreation Area Off-Road Vehicle Management Plan

Dear Mr. Crist:

I am writing to request your assistance in the identification of listed or candidate species and designated critical habitat under the Endangered Species Act of 1973 within the project area for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan and Environmental Impact Statement (ORV Plan).

I have enclosed a copy of the scoping brochure for the ORV Plan. The National Park Service is undertaking the ORV Plan to determine the suitability and environmental effects of continued off-road vehicle use on fourteen Lake Powell shoreline camping locations, and at the Lone Rock Beach area. The ORV Plan will also evaluate the suitability and environmental effects of authorizing all-terrain vehicle use on the recreation area's roads. This ORV Plan will not result in the development of new roads, additional shoreline camping areas, or new ORV play areas.

Due to the extent of the recreation area's road network, and the possible effects of authorizing a new type of vehicle use on these roads, the ORV Plan project area includes all of Glen Canyon NRA in Utah. This area incorporates the eastern portions of Garfield, Kane, and Wayne Counties, and the western portion of San Juan County.

Any information you could provide on threatened and endangered species that may occur in the project area would be appreciated. I look forward to working with you to determine the possible effects to listed species and habitat as the project is developed. If you have any questions about this specific project, please contact the ORV project coordinator, Brian Sweatland at (928) 608-6342, or Barb Wilson,

Nancie E. Ames



United States Department of the Interior

U.S. Fish and Wildlife Service
Arizona Ecological Services Office
2321 West Royal Palm Road, Suite 103
Phoenix, Arizona 85021-4951
Telephone: (602) 242-0210 Fax: (602) 242-2543



In Reply, refer to:
AESO/SE

22410-2008-I-0007

November 3, 2010

RECEIVED BY
SUPERINTENDENT'S OFFICE

NOV 4 2010

GLEN CANYON NRA

Memorandum

To: Superintendent, Glen Canyon National Recreation Area, Page, Arizona

From: Field Supervisor

Subject: Glen Canyon National Recreation Area Off-Road Vehicle Management Plan

Thank you for your October 18, 2010, email regarding the public alternatives scoping period for an environmental impact statement to assess off-road vehicle use at Glen Canyon National Recreation Area (GLCA). We also received an October 2010 Glen Canyon National Recreation Area Off-Road Vehicle Management Plan/Environmental Impact Statement brochure. We offer the following comments.


On September 1, 2007, we received a scoping notice for off-road vehicle management at GLCA. We responded with a comment memorandum on October 5, 2007. Those comments included a list of federally-listed threatened and endangered species in Arizona that could occur within the project area, a link to similar information for species that could occur in the project area in Utah, information on how species listed under the Endangered Species Act should be addressed, information regarding riparian areas and Section 404 of the Clean Water Act, and recommendations to coordinate the project proposal with the Arizona Game and Fish Department and any affected Tribes. That information is still relevant to the proposed action, and we refer you to our October 5, 2007, memorandum for those scoping comments.

We understand that California condors have occasionally occurred in the Lone Rock area. That may be due to a variety of reasons including attraction to human activity. Human-condor interactions could result in harm to condors or humans. Such interactions could be addressed in a variety of ways. Appropriate means for addressing that issue would depend on factors such as actual extent and location of condor occurrence, the extent and location of human activity, and the ability to provide information to visitors. Project development and documentation should address these factors.

We understand that the Utah Field Office would like to receive notification when the draft environmental impact statement is available.

The State of Arizona and various American Indian Tribes maintain lists of sensitive species that may not be protected by Federal law. We recommend that you contact the Arizona Game and Fish Department (AGFD) and any affected Tribes to determine if sensitive species may occur in your action area. We also encourage you to invite the AGFD, any affected Tribes, and the BIA to participate in the review of your proposed action.

Thank you for the opportunity to provide initial scoping comments. If we can be of further assistance, please contact Bill Austin (x102) or Brenda Smith (x101) at (928) 226-0614.

 Steven L. Spangle

cc (electronic):

Field Supervisor, Fish and Wildlife Service, West Valley City, UT
Chief, Habitat Branch, Arizona Game and Fish Department, Phoenix, AZ
Regional Supervisor, Arizona Game and Fish Department, Flagstaff, AZ

cc (hard copy):

Director, Cultural Resource Center, Chemehuevi Tribe, Havasu Lake, CA
Cultural Compliance Technician, Museum, Colorado River Indian Tribes, Parker, AZ
Director, Hopi Cultural Preservation Office, Kykotsmovi, AZ
Director, Cultural Resources, Kaibab Band of Paiute Indians, Fredonia, AZ
Director, Historic Preservation Department, Navajo Nation, Window Rock, AZ
Environmental Specialist, Environmental Services, Western Regional Office, Bureau of Indian Affairs, Phoenix, AZ



Martin L. Begaye
<mlbegaye@navajonati
onparks.org>

08/27/2007 12:31 PM

MST

Please respond to
mlbegaye

To: Brian_Sweatland@nps.gov.
cc:
Subject: Re: Glen Canyon NRA off-road vehicle plan

Mr. Sweatland,

Thank you for your message. The Parks and Recreation Department is looking forward to working with the Glen Canyon National Recreation Area. Please keep us informed on the progress of the project. Thank you.

Martin L. Begaye
Senior Programs/Projects Specialist
Navajo Parks and Recreation Department

On Mon Aug 27 9:41 , Brian_Sweatland@nps.gov sent:

Mr. Begaye:

I just left a phone message, and thought I would follow-up with an email.

Glen Canyon NRA will announce this week the beginning of our environmental impact statement to evaluate off-road vehicle use within the park. This will include an evaluation of ORV use at our accessible shoreline locations, areas where we allow the public to leave the roadway and drive down and along the shoreline of Lake Powell. 3 of these accessible shoreline locations are located along the arm of the San Juan - Neskahi, Copper Canyon, and Piute - and can only be accessed by vehicle via the Navajo Nation. This plan will also explore the issue of All-Terrain Vehicle use in the park.

Glen Canyon would like to involve the Navajo Nation Department of Parks and Recreation in this process, to make sure your interests are represented in this planning document. We are just beginning the planning process.

Please feel free to call me if you have any questions or would like more information. I will mail additional information to you in the next week. I look forward to working with you.

Thank you



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D30 - ORV

FEB - 6 2009

The Honorable Joe Shirley, Jr.
Office of the President
Navajo Nation
PO Box 7440
Window Rock, Arizona 86515

Dear Dr. Shirley:

The National Park Service (NPS) manages a dozen vehicle-accessible shoreline sites on Lake Powell. Lone Rock beach is the most well-known site; others include Crosby Canyon, Farley Canyon, and Bullfrog. The purpose of these locations is to provide drive-in access to Lake Powell for recreational use.

The NPS is evaluating the current condition and future management of these shoreline sites in an Off-Road Vehicle (ORV) Environmental Impact Statement (EIS). The EIS will determine whether these sites remain open or are closed to future recreational use, or if additional management actions are needed to protect resources.

We would welcome your comments on the Piute Canyon, Neskahi, and Copper Canyon shoreline sites. We are particularly interested in your knowledge of the cultural resource conditions at these sites, and their significance to traditional Navajo. Also, we have little information regarding the level of public use. Any information you could provide regarding these issues at Piute Canyon, Neskahi, and Copper Canyon would be appreciated.

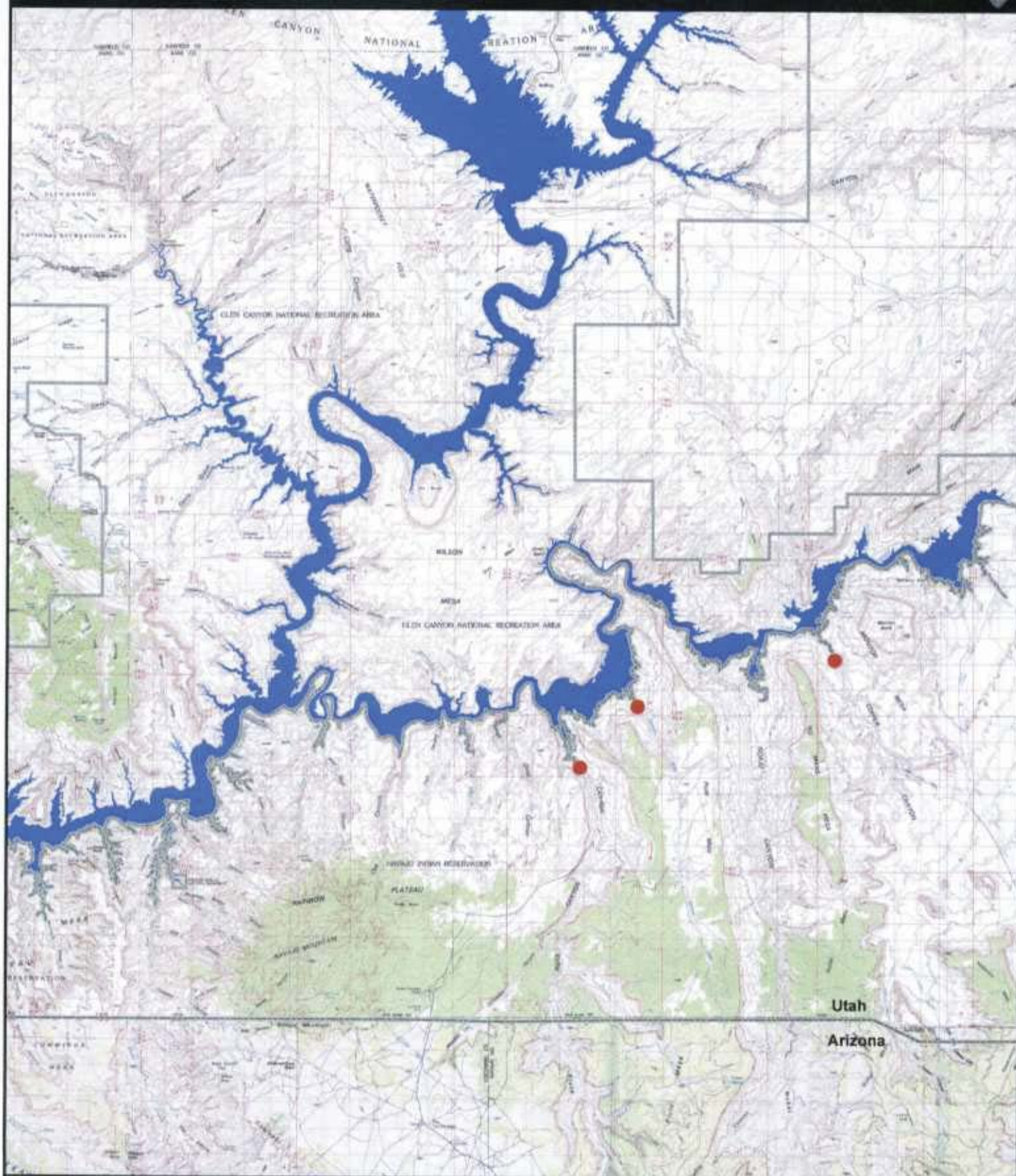
If you have any questions, please contact our Outdoor Recreation Planner, Brian Sweatland, at (928) 608-6342. Thank you for your assistance.

Sincerely,

Stan Austin
Superintendent

Enclosure

cc: Alan Downer, Historic Preservation Department
Oljato Chapter
Navajo Mountain Chapter
Shonto Chapter



Produced by Glen Canyon NRA
February 5, 2009

- Piute Canyon, Neskahi, Copper Canyon





United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area

Rainbow Bridge National Monument

P.O. Box 1507

Page, Arizona 86040

(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Leo Manheimer
Navajo Mountain Chapter Consultant
PO Box 7168
Page, AZ 86040

Dear Mr. Manheimer:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

Currently off-road driving occurs at several of Glen Canyon NRA's accessible shorelines and at Lone Rock Beach. The Off-Road Vehicle Management Plan/Environmental Impact Statement will also evaluate the existing high intensity off-road vehicle use at Lone Rock Beach Play Area, all-terrain vehicle travel on park roads, and off-road vehicle use at the Lees Ferry Swale area.

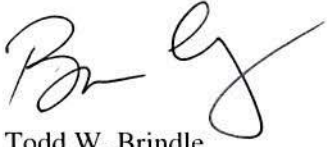
Over 500 comments were received on the draft alternatives that were sent to you and to the public. Presently, Glen Canyon NRA is refining the range of alternatives based on those comments. Revised draft alternatives will be included in the draft Environmental Impact Statement for review this fall or winter.

If you wish to be kept apprised of the off-road vehicle management planning process, please visit Glen Canyon NRA's website at <http://parkplanning.nps.gov/glca>.

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Sincerely,

fw 

Todd W. Brindle
Superintendent



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Manuel Savala
Kaibab Paiute Tribe Chairperson
HC 65 Box 2
Fredonia, AZ 86022

Dear Mr. Savala:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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Sincerely,

fw 
Todd W. Brindle
Superintendent

cc: Ms. Maxine Mayo, Kaibab Paiute Tribe Cultural Preservation
Ms. Glendora Homer, Kaibab Paiute Tribe Cultural Preservation Officer
Mr. Charley Bullets, Kaibab Paiute Southern Consortium Director
Ms. Brittani Wero, Kaibab Paiute Tribe



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area

Rainbow Bridge National Monument

P.O. Box 1507

Page, Arizona 86040

(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Lee Choe
San Juan Southern Paiute Tribe Interim Chairman
PO Box 882
Tonalea, AZ 86044

Dear Mr. Choe:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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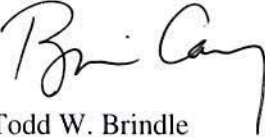
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Sincerely,


for Todd W. Brindle
Superintendent

cc: Ms. Natalie Edgewater, San Juan Southern Paiute Tribe Council Member
Mr. Cecil Homer, San Juan Southern Paiute Tribe Elder
Mr. Jack Owl, Sr., San Juan Southern Paiute Tribe Elder
Ms. Mary Ann Owl, San Juan Southern Paiute Tribe



United States Department of the Interior



NATIONAL PARK SERVICE

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Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
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IN REPLY REFER TO:

L7617

October 11, 2011

Ms. Charlotte Lomeli
Shivwits Band of Paiute Tribe Chairwoman
26 S 400 W
LaVerkin, UT 84745

Dear Ms. Lomeli:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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Sincerely,


for Todd W. Brindle
Superintendent



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area

Rainbow Bridge National Monument

P.O. Box 1507

Page, Arizona 86040

(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Gary Hayes
Ute Mountain Ute Tribe Chairman
PO Box JJ
Towoac, CO 81334

Dear Mr. Hayes:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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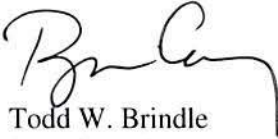
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Sincerely,


for Todd W. Brindle
Superintendent

cc: Ms. Mary Jane Yazzie, White Mesa Ute Band, Ute Mountain Ute Tribe Board Chairperson
Ms. Elaine Atcity, White Mesa Ute Band, Ute Mountain Ute Tribe Council Representative
Mr. Terry Knight, Sr., Ute Mountain Ute Tribe, Tribal Historic Preservation Officer
Ms. Lynn Hartman, Ute Mountain Ute Tribe ALP Cultural Resources Contract Administrator



United States Department of the Interior



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Rainbow Bridge National Monument
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IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Kurt Dongoske
Zuni Pueblo Tribal Historic Preservation Office Director
PO Box 49
Zuni Pueblo, NM 87327

Dear Mr. Dongoske:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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Sincerely,


Todd W. Brindle
Superintendent



United States Department of the Interior



NATIONAL PARK SERVICE

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Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Ms. Jeanine Borchardt
Paiute Indian Tribe of Utah Chairwoman
440 North Paiute Tribe
Cedar City, UT 84720

Dear Ms. Borchardt:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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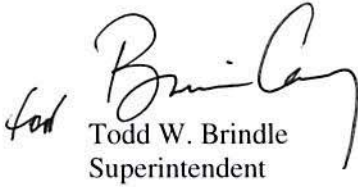
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Sincerely,

 Todd W. Brindle
Superintendent

cc: Ms. Dorena Martineau, Paiute Indian Tribe of Utah Cultural Resources



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Leroy Ned Shingoitewa
Hopi Tribe Chairman
PO Box 123
Kykotsmovi, AZ 86039

Dear Mr. Shingoitewa:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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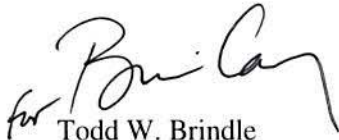
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Sincerely,


for Todd W. Brindle
Superintendent

cc: Mr. Lee Wayne Lomayestewa, Hopi Tribe NAGPRA Consultant
Mr. Leigh Kuwanwisiwma, Hopi Tribe Cultural Preservation Office Director
Mr. Terry Morgart, Hopi Tribe Research Assistant



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area

Rainbow Bridge National Monument

P.O. Box 1507

Page, Arizona 86040

(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Mr. Ben Shelly
Navajo Nation President
PO Box 9000
Window Rock, AZ 86515

Dear Mr. Shelly:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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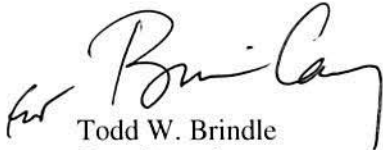
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Sincerely,

A handwritten signature in black ink, appearing to read "Todd W. Brindle". The signature is fluid and cursive, with the first name "Todd" being more prominent.

Todd W. Brindle
Superintendent

cc: Mr. Tim Begay, Navajo Nation NAGPRA Consultant
Mr. Alan Downer, Navajo Nation Tribal Historic Preservation Officer
Mr. Kelly Francis, Navajo Nation Historic Preservation Office
Mr. Tony Joe, Jr., Navajo Nation Traditional Cultural Program Manager
Mr. Fred White, Navajo Nation Natural Resource Division Deputy Director
Mr. Billy Arizona, Jr., Bodaway/Gap Chapter President
Mr. Floyd Stevens, Coppermine Chapter President
Ms. Kelsey Begaye, Kaibeto Chapter President
Mr. Alex Bitsinnie, Navajo Mountain Chapter President
Mr. Willie Grayeyes, Navajo Mountain Chapter Elder
Mr. James Black, Oljato Chapter President
Mr. Larry Goodman, Ts'ah Biikin Chapter President
Ms. Victoria Bydone, Ts'ah Biikin Community Service Coordinator
Mr. /Ms. President, Shonto Chapter



United States Department of the Interior



NATIONAL PARK SERVICE

Glen Canyon National Recreation Area
Rainbow Bridge National Monument

P.O. Box 1507
Page, Arizona 86040
(928) 608-6200

IN REPLY REFER TO:

L7617

October 11, 2011

Ms. Corrina Bow
Kanosh Band of Paiute Indian Tribe Chairwoman
476 S 700 W
Cedar City, UT 4720

Dear Ms. Bow:

I wish to update you on an ongoing planning process. Glen Canyon National Recreation Area (NRA) is preparing a long-term plan and associated Environmental Impact Statement to manage off-road vehicle use in the National Recreation Area. The Off-Road Vehicle Management Plan/Environmental Impact Statement evaluates a range of alternatives associated with recreational off-road vehicle use at Glen Canyon NRA and their environmental impacts.

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Todd W. Brindle
Superintendent



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
P.O. Box 1507
Page, Arizona 86040



IN REPLY REFER TO:
D18 – OHV-EIS

The Honorable Joe Shirley, Jr.
Office of the President
Navajo Nation
P.O. Box 7440
Window Rock, Arizona 86515

Dear Dr. Shirley:

The National Park Service (NPS) at Glen Canyon National Recreation Area (NRA) started work on the Off-Road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) in August 2007. The purpose of the off-road vehicle plan is to develop a range of alternatives to manage All-Terrain Vehicles (ATV) use on Glen Canyon's backcountry roads, ORV use on the accessible shoreline areas, and use of the Ferry Swale area.

Glen Canyon NRA manages 12 accessible shoreline locations along Lake Powell where the public can drive off-road to access the beach for swimming, fishing, camping, picnicking, and other recreational activities. Three of these managed accessible shorelines are located along the San Juan arm of Lake Powell, on NPS property contiguous to lands of the Navajo Nation. These shorelines are Copper Canyon, Neskahi and Paiute Canyon. Two other areas; Paiute Farms Wash and Nokai Canyon within the Glen Canyon NRA have motorized access from the contiguous Navajo Nation lands.

The plan process has been delayed due to changes in staff and funding. With this letter, we would like to restart our communications and consultations with interested groups, bands and/or tribes in updating the status of the project and proceed with the planning effort. Meanwhile, we have contacted the Navajo Nation chapters (Navajo Mountain and Oljato) to provide updated information.

We are working on preparing an updated planning process timeline for the project and we will provide you a copy once it becomes available.

If you need additional information or have any questions on the proposed plan, please contact our Environmental Protection Specialist, Joe David at (928) 608-6337.

Sincerely,

Kym Hall
Acting Superintendent

Enclosure

Tribe/Institution	MailingAddress	City	State	Zip Code
Bodaway/Gap Chapter/Navajo Nation	PO Box 1546	Gap Lake Havasu,	AZ	86020
Chemehuevi Indian Tribe	PO Box 1976	CA Kykotsmo	CA	92363
Hopi Tribe	PO Box 123	vi	AZ	86039
Kaibab Paiute Tribe	H.C. 65, Box 2	Fredonia	AZ	86022
Kanosh Band of Paiute Indian Tribe of Utah	476 S. 700 W.	Cedar City	UT	84720
Koosharem Band of Paiute Indian Tribe of Utah	P.O. Box 205	Richfield	UT	84701
Navajo Mountain Chapter/Navajo Nation	PO Box 10264	Tonalea	AZ	86044
Kaibeto Chapter Navajo Nation	PO Box 1761	Kaibeto	AZ	86053
LeChee Chapter Navajo Nation	PO Box 4720	Page	AZ	86040
Coppermine Chapter Navajo Nation	PO Box 1323	Page Monumen	AZ	86040
Oljato Chapter/Navajo Nation	PO Box 360455	t Valley	UT	84536
Paiute Indian Tribe of Utah	440 North Paiute Drive	Cedar City	UT	84720
Pueblo of Zuni	PO Box 339	Zuni	NM	87327
San Juan Southern Paiute Tribe	PO Box 2710	Tuba City	AZ	86045
Shivwits Band of Paiute Indian Tribe of Utah	26 S. 400 W.	LaVerkin	UT	84745
Shonto Chapter/Navajo Nation	PO Box 7800	Shonto	AZ	86054
Ts'ah Biikin Chapter/Navajo Nation	HC 70 Box 3 PMB 5214	Tonalea	AZ	86044
White Mesa Ute Band Ute Mountain Ute	PO Box 251	Blanding	UT	84511
Ute Mountain Ute Tribe	P.O. Box JJ	Towaoc	CO	81334



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Mr. Ben Shelly
Navajo Nation President
PO Box 9000
Window Rock, AZ 86515

Dear Mr. Shelly:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

We request that this draft Executive Summary of the EIS remain confidential. At this time we anticipate a 60 day public review and comment period for the draft EIS will occur in later this summer following publication of a Notice of Availability in the Federal Register.

We request that any comments on the draft EIS be submitted to us in writing no later than May 24, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure

cc: Alan Downer, Navajo Nation, Tribal Historic Preservation Officer
Tony Joe, Jr., Navajo Nation, Navajo Traditional Cultural Program Manager



United States Department of the Interior

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Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
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IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Leroy Ned Shingoitewa
Hopi Tribe Chairman
PO Box 123
Kykotsmovi, AZ 86039

Dear Mr. Shingoitewa:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

We request that this draft Executive Summary of the EIS remain confidential. At this time we anticipate a 60 day public review and comment period for the draft EIS will occur in later this summer following publication of a Notice of Availability in the Federal Register.

We request that any comments on the draft EIS be submitted to us in writing no later than May 24, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
DI8 OHV EIS

April 23, 2013

Manual Savala
Kaibab Paiute Tribe Chairman
HC 65 Box 2
Fredonia, AZ 86022

Dear Mr. Savala:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

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We request that any comments on the draft EIS be submitted to us in writing no later than May 24, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Ms. Jeanine Borchardt
Paiute Indian Tribe of Utah Chairwoman
440 North Paiute Dr
Cedar City, UT 84720

Dear Ms. Borchardt:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Arlen Quetawki, Sr.
Pueblo of Zuni Chairman
PO Box 339
Zuni, NM 87327

Dear Mr. Quetawki:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Mr. Lee Choe
Interim Chairman
San Juan Southern Paiute
P.O. Box 882
Tonalea, AZ 86044

Dear Mr. Choe:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
D18 OHV EIS

April 23, 2013

Mr. Gary Hayes
Ute Mountain Ute Tribe Chairman
PO Box JJ
Towaoc, CO 81334

Dear Mr. Hayes:

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the draft Executive Summary from the Glen Canyon National Recreation Area Draft Off-Road Vehicle Management Plan/Environmental Impact Statement (EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like to receive a review copy of the entire draft EIS when it is available and/or if you would like us to follow up with you by telephone or in person concerning any aspects of the EIS.

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We request that any comments on the draft EIS be submitted to us in writing no later than May 24, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure

National Park Service
U.S. Department of the Interior

Glen Canyon National Recreation Area
Arizona and Utah



Glen Canyon National Recreation Area

Off-road Vehicle Management Plan / Draft Environmental Impact Statement

April 2013

NOT FOR PUBLIC RELEASE

GOVERNMENT-TO-GOVERNMENT CONSULTATION COPY

EXECUTIVE SUMMARY

This *Glen Canyon National Recreation Area Off-road Vehicle Management Plan / Draft Environmental Impact Statement* (plan/DEIS) analyzes a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The plan/DEIS assesses the impacts that could result from continuing current management (the no-action alternative) or implementing any of the four action alternatives.

Upon conclusion of this plan and decision-making process, the alternative selected for implementation will become the Off-Road Vehicle (ORV) Management Plan and form the basis for a special regulation to manage any approved off-road use at Glen Canyon. The plan/DEIS would guide management of off-road use at Glen Canyon for the next 10 to 15 years.

BACKGROUND

Glen Canyon encompasses 1,254,306 acres in northern Arizona and southeastern Utah. Glen Canyon includes portions of Garfield, Kane, San Juan, and Wayne Counties in Utah and Coconino County in Arizona. The southern boundary runs contiguous to the lands of the Navajo Nation. Glen Canyon shares boundaries with other national park system units, including Grand Canyon National Park, Capitol Reef National Park, and Canyonlands National Park. Glen Canyon also encompasses Rainbow Bridge National Monument. Glen Canyon adjoins approximately 9.3 million acres of other federal lands administered by the Bureau of Land Management (BLM), including the Grand Staircase-Escalante National Monument, Vermilion Cliffs National Monument, and the Paria Canyon-Vermilion Cliffs Wilderness.

The use of motorized vehicles to reach off-road destinations in Glen Canyon predates the establishment of the recreation area in 1972 (PL 92-593). After Lake Powell began to fill behind the completed Glen Canyon Dam in 1963, the public began driving off road to access the new lake for recreational activities. This off-road use continued following the establishment of the national recreation area in 1972.

A comprehensive planning process begun by the National Park Service (NPS) after the establishment of Glen Canyon resulted in the publishing of a General Management Plan (GMP) in 1979. The GMP designated a system of open roads for vehicle travel and closed several existing unpaved roads in the backcountry. After an evaluation of several alternatives for wilderness suitability under the 1964 Wilderness Act, the NPS published a Wilderness Recommendation in 1981 proposing 588,855 acres for designation as wilderness within Glen Canyon.

Following a rapid increase in visitation to Glen Canyon during the 1970s, the NPS determined that site-specific planning for off-road use was warranted. Increasing use at shoreline locations was leading to management concerns, including visitor conflicts, safety issues, resource degradation, and unsystematic off-road use. In

Conventional Motor Vehicle: Vehicles designed primarily for use and operation on streets and highways and that are licensed and registered for interstate travel.

Nonconventional Motor Vehicle: ATVs, OHVs, dirt bikes, sand rails, side-by-sides, dune buggies, and other vehicles primarily designed for off-road use.

Off-road Vehicle (ORV): Any motorized vehicle (conventional or nonconventional) designed for or capable of cross-country travel on or immediately over natural terrain.

Off-highway Vehicle (OHV): State law describes these as a nonconventional motor vehicle designed primarily for off-road use.

Street-legal ATV: An ATV that qualifies under the state's motor vehicle and traffic code to be operated on state roads and highways.

response, NPS developed a management plan for Lone Rock Beach (1981 *Lone Rock Beach Development Concept Plan and Environmental Assessment*) as well as a management plan for 20 accessible shoreline areas on Lake Powell (1988 *Environmental Assessment and Management/Development Concept Plans for Lake Powell's Accessible Shorelines*). Twelve of the 20 accessible shoreline sites were developed to provide for off-road driving.

In 1986 a Paiute Farms/San Juan Marina Development Concept Plan Environmental Assessment evaluated the development of a marina which was subsequently constructed and then destroyed by a flash flood several years later. Off-road use at this former marina site continues in order to access the San Juan Arm of the Lake Powell at this location. In addition the 2006 Uplake Development Concept Plan designated an area at the Hite Boat Ramp to continue its use for primitive shoreline camping, which is accessed by off-road use between the public boat launch ramp and the former Hite marina site. An additional area bordering the Navajo Nation, Nokai Canyon, is not authorized for off-road use but is currently being accessed and has not been addressed in past planning efforts.

In 2005, NPS was challenged in federal court over the failure to comply with the executive orders 11644 and 11989 and 36 CFR §4.10[b]. Although NPS had implemented ORV management plans for various parts of Glen Canyon in 1981 (Lone Rock Beach) and 1988 (20 accessible shoreline areas on Lake Powell), past planning efforts failed to comply with the CFR requiring promulgation of a special regulation to designate off-road use areas.

Glen Canyon is preparing this plan/DEIS under the terms of the May 12, 2008, settlement agreement between Friends of the Earth, the National Parks Conservation Association, and Wildlands CPR (known collectively as Bluewater Network) and the Department of the Interior and NPS (*Friends of the Earth, Bluewater Network Division, et al. v. United States Department of the Interior, et al.* [Case 1:05-cv-02302-RCI.]).

This plan/DEIS will address the future management of these accessible shoreline areas and their suitability for use by conventional motor vehicles, as well as by non-conventional vehicles such as street-legal all-terrain vehicles (ATVs) and off-highway vehicles (OHVs). This plan/DEIS will also evaluate the designation of ORV routes in other areas of Glen Canyon such as at Ferry Swale near Page, AZ. Lastly, this plan/DEIS will evaluate the use of street-legal ATVs and OHVs on GMP roads in Glen Canyon.

PURPOSE OF THIS PLAN

The purpose of this plan/DEIS is to evaluate off-road use by conventional and nonconventional motor vehicles and on-road use by non-conventional motor vehicles and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

NEED FOR ACTION

A plan/DEIS is needed for the following reasons:

- To evaluate the impacts associated with allowed but unauthorized off-road use in Glen Canyon and determine what management action should be taken.
- To determine whether the National Park Service (NPS) will authorize off-road use in accordance with Executive Orders 11644 and 11989 (off-road vehicles on public lands), NPS laws, regulations (36 CFR 4.10), and policies to minimize impacts to Glen Canyon.
- To evaluate the impacts resulting from on-road use by nonconventional motor vehicles in Glen Canyon and determine what management actions should be taken.
- To address changes in vehicular access at visitor use areas due to fluctuating lake levels.

This plan/EIS has been prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and the Council on Environmental Quality (CEQ) regulations implementing NEPA (40 CFR 1500–1508) and NPS Director's Order 12: *Conservation Planning, Environmental Impact Analysis, and Decision-Making*.

OBJECTIVES IN TAKING ACTION

The objectives for managing off-road use are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV management plan must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
- Manage authorized vehicle uses to protect the biological and physical environment, including natural processes and systems.
- Manage authorized vehicle uses to protect cultural resources.
- Establish clear policies to guide authorized vehicle uses.

ISSUES AND IMPACT TOPICS

Glen Canyon staff identified issues associated with implementing an ORV management plan during internal scoping meetings and the public identified issues during the public scoping process at three public meetings. Table ES-1 details the issues that are discussed and analyzed in the plan/DEIS.

TABLE ES-1: ISSUES AND IMPACT TOPICS

ISSUE	REASON FOR ANALYSIS
Geology and Soils	Damage to soils from off-road use includes the destruction of soil stabilizers, soil compaction and reduced rates of water infiltration, accelerated rates of surface water runoff and erosion, accelerated rates of wind erosion, and declines in soil productivity. Cyanobacterial soil crusts stabilize soils, increase water infiltration, and concentrate essential nutrients for vascular plant growth. Damage to these living soil crusts can occur with a single pass of a vehicle.
Vegetation	Off-road use can adversely impact native plants and plant communities directly, by crushing and uprooting of plants, and indirectly, by altering soil properties and by serving as a vector for invasive plant species that replace native vegetation.
Wildlife and Wildlife Habitat	Wildlife is known to be affected by off-road motor vehicle use. Impacts occur in four primary categories: direct mortality, disturbance, noise, and habitat alteration. The most vulnerable species to off-road activity include burrowing species, such as rodents that nest in open sandy sites and whose burrows are easily crushed.
Special-status Species	A number of federally listed species are likely to occur in the project area and may be affected by management actions. If this plan/DEIS indicates that there may be an adverse effect on any listed species, NPS will engage in consultation with the U.S. Fish and Wildlife Service (USFWS) as required under Section 7 of the Endangered Species Act (16 USC 1536 [a][2]).

ISSUE	REASON FOR ANALYSIS
Soundscapes	The natural soundscape is considered a resource, and qualifies as an inherent component of "the scenery and the natural and historic objects and the wild life therein" that is protected by the NPS Organic Act. Vehicular noise has the potential to impact other users in these areas. Motor vehicle noise could also discourage wildlife from using these areas or directly impact their ability to hear.
Visitor Use and Experience	The use of motorized vehicles is an integral component of the experience for some visitors and the extent to which this use may be authorized in Glen Canyon could impact the amount and range of recreational opportunities accessible to visitors, especially if certain restrictions or user fees are involved. While ORV use may provide a positive experience for some visitors, this can also conflict with the experiences sought by others.
Cultural Resources Archeological Resources Ethnographic Resources	Off-road use has been demonstrated to be a source of direct and indirect damage to cultural resources. Due to the potential for adverse impacts on archeological and ethnographic resources through the adoption of one or more of the action alternatives, these two resources have been assessed for their potential to be affected by the alternatives. Glen Canyon is known to contain archeological resources eligible for inclusion in the National Register of Historic Places; archeological resources do exist in the study area. Ethnographic resources that are archeological sites have been documented in association with the accessible lakeshores and within Lone Rock Beach Play Area. Archeological sites have been recorded within and adjacent to the unpaved General Management Plan (GMP) roads. Some of these sites may also be ethnographic resources. One traditional cultural property (TCP) is located within the study area and the Hole-in-the-Rock Road corridor may also meet the criteria for a TCP.
Socioeconomics	The alternatives associated with the management of ORVs at Glen Canyon could have an impact on the socioeconomic environment of the recreation area and the region, including a greater demand for recreation and tourism-related amenities, the potential for increased profitability of commercial services in the area, and the enhancement of local economies.
Health and Safety	Both the park resources which attract visitors and some of the specific recreational activities in which visitors participate can present sources of potential hazards. Off-road use is of particular concern regarding visitor health and safety. ATVs in particular have been the subject of actions by the Consumer Product Safety Commission.
Paleontological Resources	All sedimentary rock formations in Glen Canyon hold the potential for fossil discovery. Certain formations are more sensitive than others and warrant special management concern. Some formations contain dinosaur tracks and traces and are targets for illegal collection and trade in the black market.
Wilderness	Approximately 588,855 acres (47%) of Glen Canyon have been proposed for addition to the National Wilderness Preservation System and an additional 48,955 (4%) are identified as potential wilderness. The general policy of NPS is to manage all lands with wilderness characteristics so as not to diminish the wilderness eligibility of these areas.

ALTERNATIVES

NPS held seven meetings to inform the public about the preliminary alternatives for the plan/EIS. The alternatives analyzed in this document are the result of internal and public scoping. These alternatives meet the management objectives of the recreation area while also meeting the overall purpose of and need for the proposed action.

Alternative elements that were considered but were not technically or economically feasible, did not meet the purpose of and need for the project, created unnecessary or excessive adverse impacts on resources, and/or conflicted with the overall management of Glen Canyon or its resources were dismissed from further analysis. The elements of all five alternatives, including the no-action alternative, are summarized in table ES-2.

ELEMENTS COMMON TO ALL ALTERNATIVES

The following management actions are common to all alternatives, including the no-action alternative. NPS will implement these actions upon adoption of the final Record of Decision (ROD) regardless of which alternative is selected. Additional details of each element can be found in the plan/EIS.

- **Clarification of the Management of Glen Canyon Lands below Lake Powell Full Pool** The Lake Powell shoreline area below full pool (3,700-foot elevation contour) is not open to off-road use unless designated.
- **Motor Vehicle Operator and Equipment Requirements:** All motor vehicle use must comply with state motor vehicle and operator requirements. Operators of conventional and non-conventional motor vehicles are responsible for complying with all applicable NPS and state statutes and regulations pertaining to the lawful operation of motor vehicles in Glen Canyon.
- **Use Area Rules:** All rules applicable to public use, recreation, and travel at Glen Canyon would remain in effect.
- **Administrative Uses and Other Authorized Uses:** Administrative uses would continue, including use by government officials, lease holders, permit holders, or any other individual with authority from NPS to operate at Glen Canyon.
- **NPS Authority to Alter or Adopt State Motor Vehicle Laws:** NPS would review any future change to state law that may affect motor vehicle operation and use in Glen Canyon for conformity with this plan/EIS. Title 36 CFR 4.2 allows NPS to adopt non-conflicting state laws.

ELEMENTS COMMON TO ALL ACTION ALTERNATIVES (ALTERNATIVES B, C, D, AND E)

The following management actions are common to all action alternatives. The NPS would implement these actions upon adoption of the final ROD and subsequent regulation if one of the four action alternatives were selected. Additional details of each element can be found in the plan/EIS.

- **Designation of Roads Open to OHV and Street-Legal ATV Use:** GMP roads that are identified as either open or closed to OHV and street-legal ATV use will be adequately marked.
- **Communications Strategy:** The multiple government jurisdictions, the transboundary nature of roads, and the lack of active management from NPS has resulted in confusion about which regulations apply throughout Glen Canyon. To address this confusion, a communications strategy would be developed that will include partnerships, web site development, partnerships and informational brochures.
- **Closing Undesignated Off-Road Vehicle Routes and Areas and Restoring Them to Natural Conditions:** NPS would close routes and areas not designated for off-road use. NPS may use a number of different techniques to close and restore routes and areas where unauthorized off-road use has occurred.

ORV FEE PERMIT SYSTEM

- Permits would be used to recover NPS costs for managing areas designated for off-road use. Costs include monitoring, signs, education programs, and partnerships, as well as the administrative costs associated with administering the permit system.
- Permits would have an educational component to further reduce visitor use conflicts, prevent resource damage and provide for visitor safety.
- Permits would be required for all off-road travel at accessible shoreline areas, Lone Rock Beach, Lone Rock Beach Play Area, and designated ORV routes in Ferry Swale.
- Permits would be available at designated permit issuing stations and by mail.
- Permits could be revoked for violation of applicable Glen Canyon regulations or terms and conditions of the permit.

MEASURES TO MONITOR, AVOID, MINIMIZE, OR MITIGATE OFF-ROAD MOTOR VEHICLE IMPACTS UNDER ALTERNATIVES C, D, AND E

NPS developed management and mitigation strategies to address the impacts from off-road use as proposed in this plan/EIS. The objectives are to improve site design and control, reduce incidents of disturbance to lands, restore disturbed areas, track findings and accomplishments, and increase public awareness of the environmental impacts related to off-road use.

ALTERNATIVE A: NO ACTION

The no-action alternative represents the continuation of existing management policies and actions related to the use of ORVs in Glen Canyon. This alternative is consistent with the 1979 Glen Canyon GMP and other planning documents and management policies related to off-road use in Glen Canyon. If the no-action alternative were selected, NPS would be required to promulgate a special regulation to authorize existing ORV areas in compliance with 36 CFR 4.10.

ALTERNATIVE B: NO OFF-ROAD USE

Under alternative B, the remote, undeveloped, and lightly traveled nature that characterizes much of Glen Canyon would be maintained by limiting the operation of motor vehicles only to designated roads. Nearly 669,000 acres of Glen Canyon is classified as "Natural" under Glen Canyon's management zones, where maintaining isolation and natural processes is the primary management objective. There would be no designated ORV routes or areas and existing off-road use areas would be closed and restored to natural conditions.

ALTERNATIVE C: INCREASED MOTORIZED ACCESS

Under alternative C, ORVs would be managed in a manner that would expand the recreational opportunities in Glen Canyon by increasing the number of ORV routes and areas. Alternative C is designed to enhance the visitor experience by identifying and designating specific areas capable of supporting off-road use and on-road OHV and street-legal ATV use, while prohibiting such uses in areas where natural and cultural resources and visitor experience may be adversely impacted.

ALTERNATIVE D: DECREASED MOTORIZED ACCESS

The isolated and primitive characteristics of the Glen Canyon backcountry would be enhanced by limiting the areas open to off-road use and by prohibiting the operation of OHVs and street-legal ATVs throughout Glen Canyon. These actions are intended to enhance the protection of Glen Canyon resources and values, as well as to promote recreation opportunities that are based on a sense of solitude, remoteness, and natural conditions. Alternative D would reduce the number of available ORV areas.

ALTERNATIVE E: MIXED USE

Alternative E is designed to protect resources and enhance the visitor experience by identifying and designating specific areas capable of supporting off-road use while prohibiting such uses in areas where resources and values may be at risk.

ENVIRONMENTAL CONSEQUENCES

Impacts of the alternatives were assessed in accordance with Director's Order 12 in terms of their context, duration, and intensity. The analysis provides the public and decision-makers with an understanding of the implications of ORV management actions in the short and long term, cumulatively, and within context, based on an understanding and interpretation by resource professionals and specialists.

For each impact topic, methods were identified to assess the change in the park's resources that would occur with the implementation of each management alternative. Each management alternative was compared to baseline conditions (Alternative A: No Action) to determine the context, duration, and intensity of resource impacts.

Table ES-3 summarizes the results of the impact analysis for the impact topics that were assessed. The full impact analysis is in Chapter 4, Environmental Consequences. For all of the alternatives in this draft plan/EIS, impacts from operations in the park would be mitigated to avoid impairment of park resources and values.

TABLE ES-2. ALTERNATIVE ELEMENTS OVERVIEW

	ALTERNATIVE A: NO ACTION	ALTERNATIVE B: NO OFF-ROAD USE	ALTERNATIVE C: INCREASED MOTORIZED ACCESS	ALTERNATIVE D: DECREASED MOTORIZED ACCESS	ALTERNATIVE E: MIXED USE (NPS PREFERRED ALTERNATIVE)
Highlights	<ul style="list-style-type: none"> Off-road use would continue at 14 designated ORV areas. Only conventional motor vehicles and street-legal ATVs would be authorized for use on GMP roads. No ATVs would be allowed within the Orange Cliffs Unit. No ORV routes would be designated. 	<ul style="list-style-type: none"> No ORV routes or areas would be designated. Only conventional motor vehicles and street-legal ATVs would be authorized for use on designated GMP roads. No ATVs would be allowed within the Orange Cliffs Unit. 	<ul style="list-style-type: none"> Conventional motor vehicles, OHVs, and street-legal ATVs would be authorized for use at 17 designated ORV areas only by permit, subject to water level closures. Conventional motor vehicles, OHVs, and street-legal ATVs would be authorized for use on all GMP roads to include the Orange Cliffs Unit. ORV routes would be designated. 	<ul style="list-style-type: none"> Conventional motor vehicles would be authorized for use at five designated ORV areas (Lone Rock Beach, Hite Boat Ramp, Farley Canyon, Dirty Devil, and Stanton Creek), only by permit, subject to water level closures. No OHVs or street-legal ATVs would be authorized for use in Glen Canyon. No ORV routes would be designated. 	<ul style="list-style-type: none"> Conventional motor vehicles and street-legal ATVs would be authorized for use at 15 areas only by permit, subject to water-level closures. A vehicle-free area would be designated at Lone Rock Beach. Conventional motor vehicles and street-legal ATVs would be authorized for use on paved GMP roads. OHVs would also be authorized for use on unpaved GMP roads. No ATVs or OHVs would be authorized for use in the Orange Cliffs Unit. ORV routes would be designated.
Lone Rock Beach	Off-road use by conventional motor vehicles, OHVs, and street-legal ATVs would continue. Utah rules regulating OHVs and street-legal ATVs would remain in effect.	Off-road use by all vehicles would be discontinued and the area would be restored to natural conditions.	Same as alternative A, with additional requirement for an ORV permit.	Off-road use by conventional motor vehicles would be authorized only by permit. No OHVs or street-legal ATVs would be allowed.	Same as alternative C except approximately 20 acres of the beach would be designated as a vehicle-free zone (no vehicles of any type would be allowed in this zone).
Lone Rock Beach Play Area	Off-road use by conventional motor vehicles, OHVs, and street-legal ATVs would continue. Utah rules regulating OHVs and street-legal ATVs would remain in effect.	Off-road use by all vehicles would be discontinued and the area would be restored to natural conditions.	Same as alternative A, with additional requirement for an ORV permit and safety flag.	Same as alternative B.	Same as alternative C.

	ALTERNATIVE A: NO ACTION	ALTERNATIVE B: NO OFF-ROAD USE	ALTERNATIVE C: INCREASED MOTORIZED ACCESS	ALTERNATIVE D: DECREASED MOTORIZED ACCESS	ALTERNATIVE E: MIXED USE (NPS PREFERRED ALTERNATIVE)
Accessible Shoreline Areas	Off-road use by conventional vehicles only would continue at twelve existing areas (Blue Notch, Bullfrog North and South, Copper Canyon, Crosby Canyon, Dirty Devil, Farley Canyon, Neskahi, Paiute Canyon, Red Canyon, Stanton Creek, Warm Creek, and White Canyon), subject to water-level closures.	Off-road use at 15 areas (12 existing areas plus Hite Boat Ramp, Nokai Canyon and Paiute Farms) would be discontinued and these areas would be restored to natural conditions.	15 areas (12 existing areas plus Hite Boat Ramp, Paiute Farms and Nokai Canyon) would be authorized for use by conventional motor vehicles, OHVs, and street-legal ATVs, only by permit, subject to water-level closures.	Four areas (Dirty Devil, Farley Canyon, Hite Boat Ramp, and Stanton Creek) would be authorized for use only by conventional motor vehicles, only by permit, subject to water-level closures. Off-road use at eleven areas would be discontinued.	14 areas (11 existing areas plus Hite Boat Ramp, Nokai Canyon and Paiute Farms) would be authorized for use by conventional motor vehicles and street-legal ATVs, only by permit, subject to water-level closures. Off-road use at Warm Creek would be discontinued.
GMP Roads	In addition to conventional motor vehicles, street-legal ATVs would be authorized for use on GMP roads in Glen Canyon with the exception of the Orange Cliffs Unit.	Same as alternative A.	Conventional motor vehicles, OHVs, and street-legal ATVs would be authorized for use on all GMP roads to include the Orange Cliffs Unit.	Only conventional motor vehicles would be authorized for use on GMP roads in Glen Canyon.	Conventional motor vehicles and street-legal ATVs would be authorized for use on paved GMP roads. OHVs would also be authorized for use on unpaved GMP roads. No ATVs or OHVs would be authorized for use in the Orange Cliffs Unit.
Ferry Swale	No ORV routes would be designated.	Same as alternative A.	Conventional vehicles, OHVs, and street-legal ATVs would be authorized for use on designated ORV routes by permit.	Same as alternative A.	Same as alternative C.



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NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Ben Shelly
Navajo Nation President
PO Box 9000
Window Rock, AZ 86515

Dear Mr. Shelly:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

As part of our government-to-government responsibilities and in recognition of your Tribe's traditional, cultural, and historical associations with Glen Canyon, we have been regularly corresponding with you regarding the development of this Plan/DEIS.

We are writing now to inform you of and invite you to a meeting/webcast to learn more about how Glen Canyon is fulfilling its Section 106 responsibilities under the National Historic Preservation Act (NHPA) for the Plan/DEIS. Additional consulting parties under Section 106 will also be invited to this event. **In order to facilitate the consultation process, Glen Canyon will host a meeting in Page, AZ on August 22, 2013 for consulting parties.** The meeting will also be webcast in order to provide additional opportunities for participation. If you are interested in attending the meeting in person or via webcast, please email Brian Carey at brian_carey@nps.gov so that we can provide you with additional logistical information.

The purpose of the meeting is to:

1. Provide a summary of Glen Canyon's methods for identifying cultural resources that may be affected under any of the Plan/DEIS alternatives and that are also eligible to the National Register of Historic Places (referred to as "historical properties") under Section 106; and
2. Request your input on Glen Canyon's determination of the "Area of Potential Effect (APE)" including the proposed level of identification and the appropriate level of effort. Section 106 requires agencies to make a good faith effort to identify the geographic areas within which the integrity of any historic properties may be directly or indirectly affected by this undertaking.

At this stage in the development of the Plan/DEIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. **Enclosed for your review is a document titled**

“Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement.” This document identifies how Glen Canyon developed the model to determine the APE, provides information about the identification efforts, and recommends a strategy to initiate identification efforts.

Glen Canyon recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties.

For this Plan/DEIS, the APE involves the following geographic areas: 1) Accessible shorelines and Lone Rock Beach; 2) park roads and proposed ORV routes; and 3) Lone Rock Beach Play Area. For the state of Utah, relevant aspects of the proposed action include: accessible shorelines in Garfield, Kane, and San Juan counties; park roads in Garfield, Kane, San Juan, and Wayne counties, as well as Lone Rock Beach and play area in Kane County. For the state of Arizona, relevant aspects of the proposed action include park roads and proposed ORV routes in Coconino County.

We understand that as input is received from you and other consulting parties, alternatives are refined and the APE may be adjusted accordingly. We continue to look forward to receiving your input throughout this planning process. We believe that your input will ensure that cultural resources are adequately considered during the planning process, and at the same time meet ORV management needs and objectives.

More information about the off-road vehicle management planning process can be obtained at the Glen Canyon planning website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Brian Carey at 928-608-6209, or by email at brian_carey@nps.gov.

Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Tony Joe, Jr., Navajo Traditional Cultural Program/Program Manager, Navajo Nation
Fred White, Deputy Director, Division of Natural Resources, Navajo Nation
Alan Downer, Tribal Historic Preservation Officer, Navajo Nation
Irene Nez-Whitekiller, President, LeChee Chapter, Navajo Nation
Alex Bitsinnie, President, Navajo Mountain Chapter, Navajo Nation
Herman Daniels, Jr., President, Oljato Chapter, Navajo Nation
Martha Tate, President, Ts'ah Biikin Chapter, Navajo Nation
Felix Fuller, President, Shonto Chapter, Navajo Nation
Floyd Stevens, President, Coppermine Chapter, Navajo Nation
Billy Arizona, Jr., President, Bodaway/Gap Chapter, Navajo Nation
Kelsey Begaye, President, Kaibeto Chapter, Navajo Nation



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IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Arlen Quetawki, Sr.
Governor
Zuni Tribe
PO Box 339
Zuni, NM 87327

Dear Mr. Quetawki:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

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Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Kurt Dongoske, Director, Tribal Historic Preservation Office, Zuni Tribe



United States Department of the Interior

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Glen Canyon National Recreation Area
Rainbow Bridge National Monument
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Page, Arizona 86040
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IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Gari Lafferty
Chairwoman
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84720

Dear Ms. Lafferty:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

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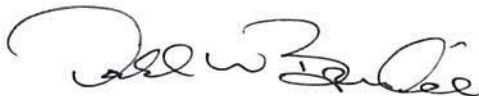
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Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Corrina Bow, Chairwoman, Kanosh Band of Paiute Indian Tribe of Utah
Elliot Yazzie, Chairman, Koosharem Band of Paiute Indian Tribe of Utah
Jetta Wood, Chairwoman, Shivwits Band of Paiute Indian Tribe of Utah



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IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Gary Hayes
Chairman
Ute Mountain Ute Tribe
PO Box JJ
Towaoc, CO 81334

Dear Mr. Hayes:

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Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Terry Knight, Sr., Tribal Historic Preservation Officer, Ute Mountain Ute Tribe
Elaine Atcity, Council Representative, Ute Mountain Ute Tribe



United States Department of the Interior

NATIONAL PARK SERVICE
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IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

May Preston
President
San Juan Southern Paiute Tribe
PO Box 1989
Tuba City, AZ 86045

Dear Ms. Preston:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

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Sincerely,



Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
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P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Manual Savala
Chairperson
Kaibab Paiute Tribe
HC 65 Box 2
Fredonia, AZ 86022

Dear Mr. Savala:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

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Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Charley Bullets, Southern Paiute Consortium Director, Kaibab Paiute Tribe
Glendora Homer, Cultural Preservation Officer, Kaibab Paiute Tribe



United States Department of the Interior

NATIONAL PARK SERVICE
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IN REPLY REFER TO:
ORV Management Plan

July 22, 2013

Leroy Ned Shingoitewa
Chairman
Hopi Tribe
PO Box 123
Kykotsmovi, AZ 86039

Dear Mr. Shingoitewa:

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement (Plan/DEIS)*. The Plan/DEIS analyzes alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The Plan/DEIS also evaluates the range of impacts that could result from any of the four action alternatives, as well as the no-action alternative. The vehicle types mentioned above are defined in the enclosed document.

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We are writing now to inform you of and invite you to a meeting/webcast to learn more about how Glen Canyon is fulfilling its Section 106 responsibilities under the National Historic Preservation Act (NHPA) for the Plan/DEIS. Additional consulting parties under Section 106 will also be invited to this event. **In order to facilitate the consultation process, Glen Canyon will host a meeting in Page, AZ on August 22, 2013 for consulting parties.** The meeting will also be webcast in order to provide additional opportunities for participation. If you are interested in attending the meeting in person or via webcast, please email Brian Carey at brian_carey@nps.gov so that we can provide you with additional logistical information.

The purpose of the meeting is to:

1. Provide a summary of Glen Canyon's methods for identifying cultural resources that may be affected under any of the Plan/DEIS alternatives and that are also eligible to the National Register of Historic Places (referred to as "historical properties") under Section 106; and
2. Request your input on Glen Canyon's determination of the "Area of Potential Effect (APE)" including the proposed level of identification and the appropriate level of effort. Section 106 requires agencies to make a good faith effort to identify the geographic areas within which the integrity of any historic properties may be directly or indirectly affected by this undertaking.

At this stage in the development of the Plan/DEIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. **Enclosed for your review is a document titled "Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement."** This document identifies how Glen Canyon developed the model to determine the APE, provides information about the identification efforts, and recommends a strategy to initiate identification efforts.

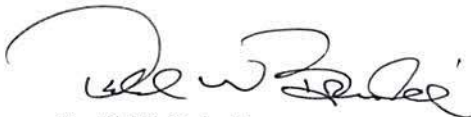
Glen Canyon recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties.

For this Plan/DEIS, the APE involves the following geographic areas: 1) Accessible shorelines and Lone Rock Beach; 2) park roads and proposed ORV routes; and 3) Lone Rock Beach Play Area. For the state of Utah, relevant aspects of the proposed action include: accessible shorelines in Garfield, Kane, and San Juan counties; park roads in Garfield, Kane, San Juan, and Wayne counties, as well as Lone Rock Beach and play area in Kane County. For the state of Arizona, relevant aspects of the proposed action include park roads and proposed ORV routes in Coconino County.

We understand that as input is received from you and other consulting parties, alternatives are refined and the APE may be adjusted accordingly. We continue to look forward to receiving your input throughout this planning process. We believe that your input will ensure that cultural resources are adequately considered during the planning process, and at the same time meet ORV management needs and objectives.

More information about the off-road vehicle management planning process can be obtained at the Glen Canyon planning website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Brian Carey at 928-608-6209, or by email at brian_carey@nps.gov.

Sincerely,



Todd W. Brindle
Superintendent

Enclosure

cc: Leigh Kuwanwiswma, Cultural Preservation Office Director, Hopi Tribe
Terry Morgart, Research Assistant, Hopi Tribe

July 2013

Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement

Prepared by
Thann Baker
Archeologist

May 2010

Updated March 2012
Final for SHPO October 2012
Final for consulting parties July 2013

Document Information

Title	Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement
Author	Thann Baker, Glen Canyon National Recreation Area Archeologist
Document Type	
Publication Date	2012 Draft

Change History

Original Version #	Date of Revision	Revised By	Changes	Justification	New Version #
	May 2010	Thann Baker	Original	DRAFT	1.0
1.0	March 2012	Thann Baker	Detail added	DRAFT #2	1.1
1.1	October 2012	Thann Baker	Detail added	Final for SHPO	1.2
1.2	July 2013	Brian Carey	Road/route terminology change	Final for consulting parties	1.3

Purpose

To provide proposed guidance on how Glen Canyon National Recreation Area (NRA) proceeds toward compliance with Section 106 of the National Historic Preservation Act (NHPA) concerning designation and management of areas to control for off-road vehicle (ORV) use. Attention is directed toward defining (1) the Area of Potential Effect (APE); and (2) the appropriate level of effort for identification of historic properties within the APEs.

Terminology

Off-road Vehicle (ORV): A motorized vehicle (all-terrain or conventional) designed for or capable of cross-country travel on or immediately over natural terrain.

All-terrain Vehicle (ATV): A nonconventional motor vehicle that is designed primarily for off-road travel (falling under the broader term ORV) and that is not registered for interstate travel.

Street-legal ATV: An ATV that qualifies under the state's motor vehicle and traffic code to be operated on state roads and highways. Dune buggies, sand rails, go-karts, and rock crawlers cannot be licensed as street-legal.

Park Road: A road designated as open to motorized vehicle travel in the 1972 Glen Canyon General Management Plan.

ORV Authorities and Policy

Glen Canyon NRA was established in 1972 "to provide for public outdoor recreation use and enjoyment of Lake Powell and adjacent lands, and to preserve and protect the scenic, scientific, and historic features contributing to public enjoyment of the area" (PL 92-593). The primary management objective of the recreation area, as established in the GMP, is "to manage the recreation area so that it provides maximal recreational enjoyment to the American public and their guests" (USDI 1979).

The potential effect of increasingly numerous and popular recreational vehicles on public lands was addressed in Executive Order (EO) 11644, (as amended by EO 11989), *Use of Off-Road Vehicles on Public Lands* in 1972. To protect resources, promote safety of users and minimize land use conflicts, *E.O. 11644* established a Federal policy of designating all public lands as either available or not available for ORV use and required every agency to develop a process for directing and controlling the ORV use. The National Park Service (NPS) administration process for controlling ORV use is in 36 CFR Part 4.10.

Given the overall beneficial effects of route designation on cultural resources, the size of the planning areas, and Glen Canyon NRA's continuing management responsibilities for designated areas and routes, the National Park Service should consider the potential for ORV accessible areas and road designations to affect historic properties as it complies with the NPS Servicewide Programmatic Agreement (PA) for Section 106 compliance and 36 CFR Part 800.

Potential for Adverse Effects

The primary threats to cultural resources from ORV use include both unintentional and intentional vandalism. Unintentional vandalism results from driving across sites, creating non-motorized and motorized trails across or near sites with fragile features, and dispersed camping on sites. Intentional vandalism includes site damage or destruction from illegal excavation and the collection of surface artifacts.

According to a recent survey of ORV owners in Utah (2001), of those who used their vehicle to access other activities, greater than 75% of both conventional 4-wheel drive vehicle and motorcycle users responded that hiking was the most popular activity. It is unclear to what extent ORV users hike after reaching a destination in GLCA, but the potential exists for visitor impacts to occur outside the range of ORV operational capabilities. The primary threats to cultural resources outside the range of ORV operational capabilities include intentional vandalism. It is reasonable to expect hiking activities associated with ORV use to extend up to .5 miles beyond a vehicles operational capability and threaten cultural resources.

Area(s) of Potential Effect

Section 106 requires agencies to identify the geographic area or areas within which the character or use of any historic properties may be directly or indirectly affected by an undertaking. The range of alternatives identified in the ORV EIS include actions that open, close, or limit in some fashion ORV use in designated areas of Glen Canyon NRA. The greatest potential for effects across all alternative action components in the ORV EIS includes: 1) all accessible shorelines to remain open to conventional vehicles and all ATVs by permit; 2) Lone Rock Beach and Lone Rock Beach Play Area to remain open to conventional vehicles and all ATVs; 3) all park roads to remain open to conventional vehicles and all ATVs; and 4) proposed designation of ORV routes in Ferry Swale open to conventional vehicles and all ATVs.

For the purposes of this EIS, the APEs are modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. The type of anticipated impacts derives from ORV use and visitor access across the extent of accessible shorelines, park roads, Lone Rock Beach, and Lone Rock Beach Play Area. For this EIS, separate parameters are established to model the APEs for 1) accessible shorelines and Lone Rock Beach; 2) park roads and ORV routes; and 3) Lone Rock Beach Play Area. The APEs include areas designated as open, closed, or limited for ORV use in the EIS.

Accessible Shorelines

The vehicle-accessible shoreline areas at Glen Canyon NRA are managed under the 1988 *Environmental Assessment and Management/Development Concept Plans for Lake Powell's Accessible Shoreline* (USDI 1988). These designated ORV areas are intended to provide the public with conventional motor vehicle access to the Lake Powell shoreline for the purposes of primitive recreational use. The public is allowed to depart the road and drive directly to the shoreline and park in designated ORV areas. The ORV areas are not intended to be play areas; climbing hills in vehicles, driving at high speeds, and similar behavior is prohibited.

Since the establishment of ORV accessible shoreline areas in 1988 at full pool levels (3700 feet amsl), decreasing lake levels have stranded the designated areas by as much as a mile from the current lakeshore. An additional consequence of decreasing lake levels has resulted in opening the natural topographic barriers that restricted ORV use to designated roads and shoreline areas. GLCA management has allowed users to "chase the water" to take advantage of the recreational opportunities intended by the establishment of ORV areas. ORV users chasing the shoreline proceed beyond the designated areas along networks of unprescribed routes. In numerous cases, the routes taken are not intended to access the shoreline, but rather provide access to a larger expanse of open terrain.

Without the benefit of natural topographic barriers and prescribed routes, accessibility is limited by the operational capabilities of the ORV in use. The limiting capabilities beyond user experience levels include maximum approach, departure, breakover, and side-slope angles. Factory standard specifications for conventional vehicles provide a range of maximum values to assess limitation parameters with generalized averages at approximately 35 degrees.

For the purposes of modeling APEs associated with accessible shorelines, GLCA recommends using 35 degree slope as the restricting limit of accessibility for ORV use below the 1988 ORV area designations at full pool (3700') and extending to anticipated low lake levels (3600') to define the Primary Area of Impact (PIA), with an additional .5 mile buffer extending beyond to define the Secondary Area of Impact (SAI).

Park Roads and ORV Routes

Roads open for all motor vehicle travel are those roads designated in Glen Canyon NRA's 1979 General Management Plan. All other roads are closed to any type of motorized vehicle travel. As of October 1, 2008, management of motor vehicles at Glen Canyon NRA authorizes the operation of street-legal ATVs on all designated roads within the recreation area. The ORV EIS will evaluate the use of ATVs on the designated park roads, as well as the proposed designation of ORV routes in the Ferry Swale area. Under federal regulations that govern traffic on park roads (36 CFR 4.2), Glen Canyon NRA has adopted Utah and Arizona traffic code to govern the use of vehicles on roads in their respective state.

For all currently designated roads, the EIS will evaluate continued use of existing routes. In the Ferry Swale area, a few miles of unpaved roads exist that access, and are accessed by, federal lands administered by the Bureau of Land Management (BLM) Arizona Field Office. To maintain uniformity with travel management policies, the EIS will evaluate these roads as proposed designations of new routes open to ORV use.

For the purposes of modeling APEs associated with backcountry (non-paved) roads, Glen Canyon NRA recommends using a 120 meter buffer zone extending 60 meters on either side of the centerline for designated park roads and the proposed designation of ORV routes in the Ferry Swale area.

Lone Rock Beach and Lone Rock Beach Play Area

Off-road driving at Lone Rock Beach and Play Area occurred prior to the formal establishment of Glen Canyon NRA in 1972. The NPS designated Lone Rock Beach as an ORV area and the Lone Rock Beach Play Area as open to ATVs under the 1981 *Lone Rock Beach Development Concept Plan and Environmental Assessment* (USDI 1981). Lone Rock Beach is currently open to all street-legal vehicles, including conventional vehicles and street-legal ATVs. Non-street-legal vehicles may be operated from the operator's camping location at Lone Rock Beach to the Play Area only to access the play area.

Lone Rock Beach Play Area is a fence-enclosed 180-acre area that is open to high-intensity ATV and motor vehicle use. For the purposes of modeling the APE associated with the Lone Rock Beach Play Area, Glen Canyon NRA recommends using the fenced boundary with no additional buffer zone.

For the purposes of modeling APEs associated with Lone Rock Beach, Glen Canyon NRA recommends using the same parameters defined for other accessible shorelines: 35 degree slope as the restricting limit of accessibility for ORV use below the 1988 ORV area designations at full pool (3700') and extending to anticipated low lake levels (3600') to define the Primary Area of Impact (PIA), with an additional .5 mile buffer extending beyond to define the Secondary Area of Impact (SAI).

Level of Inventory

The potential effects of proposed designations differ according to the extent of anticipated change in ORV use by alternative actions. Proposed designations that will not change or will reduce ORV use are unlikely to adversely affect historic properties and will require less intensive identification efforts. Inventory requirements, priorities, and strategies will vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information.

Class III inventory should not be required prior to designations that (1) allow continued use of an existing route; (2) impose new limitations on an existing route; (3) close an open area or travel route; (4) keep a closed area closed; or (5) keep an open area open. Where there is a reasonable expectation that a proposed designation will shift, concentrate or expand travel into areas where historic properties are likely to be adversely affected, Class III inventory and compliance with section 106, focused on areas where adverse effects are likely to occur, should be required prior to designation. Proposed designations of new routes or new areas as open to ORV use should require Class III inventory of the APE and compliance with section 106 prior to designation. Class III inventory of the APE and compliance with section 106 should also be required prior to identifying new locations proposed as staging areas or similar areas of concentrated ORV use. Class II inventory, or development and field testing of a cultural resources probability model, followed by Class III inventory in high potential areas and for specific projects, may be appropriate for larger planning areas for which limited information is currently available.

Accessible Shorelines

For accessible shorelines (including Lone Rock Beach), decreasing lake levels have stranded previously designated areas by as much as a mile from the current lakeshore effectively expanding travel into areas where historic properties are likely to be adversely affected. These large planning areas have received minimal inventory in the past and limited information is currently available on the presence of historic properties. Information derived through Class I archival research efforts suggest a low probability for historic properties to occur within the proposed accessible shoreline APEs and that site integrity has been compromised by repeated inundation and exposure accompanied by the effects of wave action and visitor impacts.

At this stage in the development process of the EIS, Glen Canyon NRA recommends Class II inventory of the primary area of impact for accessible shorelines to evaluate the potential for the presence of historic properties and estimate the frequency and types of properties present. The recommended strategy will facilitate a determination of the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties.

Park Roads and ORV Routes

For park roads, the proposed designation reflects continued use of existing routes, which will not change ORV use. These large planning areas have received minimal inventory in the past and limited information is currently available on the presence of historic properties. Glen Canyon NRA recognizes that the continued use of existing routes is unlikely to adversely affect documented or previously unidentified historic properties.

For the Ferry Swale area, the proposed designation establishes new routes open to ORV use. This planning area has received minimal inventory in the past and limited information is currently available

on the presence of historic properties. Glen Canyon NRA recognizes that the designation of new routes has the potential to adversely affect documented or previously unidentified historic properties.

At this stage in the development process of the EIS, Glen Canyon NRA recommends Class I inventory of all park roads to evaluate the potential for the presence of historic properties and estimate the frequency and types of properties present. The recommended strategy will facilitate a determination of the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties. Glen Canyon NRA further recommends Class III inventory of all designated ORV routes in the Ferry Swale area to identify historic properties.

Lone Rock Beach and Lone Rock Beach Play Area

For Lone Rock Beach and Lone Rock Beach Play Area, the proposed designation reflects continued use of existing routes and areas, which will not change or will reduce ORV use. These planning areas received intensive pedestrian inventory during the development of the *Lone Rock Beach Development Concept Plan and Environmental Assessment* (USDI 1981). All historic properties were identified and management recommendations to mitigate adverse effects associated with designating the ORV areas were implemented.

At this stage in the development process of the EIS, Glen Canyon NRA recommends no additional inventory efforts at Lone Rock Beach and Lone Rock Beach Play Area.

References

Fisher, Andrea L., Dale J. Blahna, and Rosalind Bahr

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U.S. Department of the Interior

- 1979 General management Plan, Glen Canyon National Recreation Area. National Park Service.

- 1981 *Lone Rock Beach Development Concept Plan and Environmental Assessment*. National Park Service.

- 1988 *Environmental Assessment and Management/Development Concept Plans for Lake Powell's Accessible Shoreline*. National Park Service.

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Fredonia, AZ 86022

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Ute Mountain Ute Tribe
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Chairwoman Gari Laferty
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Chairman Bruce Adams
San Juan County Commission
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Chairman Thomas Harward
Wayne County Commission
PO Box 189
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United States Department of the Interior

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Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
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(928) 608-6200



IN REPLY REFER TO:
Off-road Vehicle Management Plan/EIS

September 18, 2013

Chairman Gary Hayes
Ute Mountain Ute Tribe
PO Box JJ
Towaoc, CO 81334

Dear Chairman Hayes,

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the final draft of the Glen Canyon National Recreation Area Draft Off-road Vehicle Management Plan/Environmental Impact Statement (draft plan/EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like us to follow up with you by telephone or in person concerning any aspects of the draft plan/EIS.

This final draft was prepared following comments from and discussions with agency staff, tribes and cooperating agencies on an earlier administrative review version of the draft plan/EIS. You were previously provided with a draft of the Executive Summary from that earlier version. We request that this draft plan/EIS remain confidential. At this time we anticipate a 60 day public review and comment period will occur later this fall following publication of a Notice of Availability in the Federal Register.

We request that any comments on the draft plan/EIS be submitted to us in writing no later than October 9, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting. We will continue our consultation with tribes throughout the public comment period as well.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)

cc: Mr. Terry Knight, Sr., Tribal Historic Preservation Officer, Ute Mountain Ute Tribe



United States Department of the Interior

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Off-road Vehicle Management Plan/EIS

September 18, 2013

Chairman Manual Savala
Kaibab Band of Paiute Indians
#1 North Pipe Spring Road
H.C. 65, Box 2
Fredonia, AZ 86022

Dear Chairman Savala,

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)

cc: Mr. Charley Bullets, Southern Paiute Consortium Director
Mr. Roland Maldonado, Cultural Preservation Officer, Kaibab Band of Paiute Indians



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September 18, 2013

Chairman Leroy N. Shingoitewa
Hopi Tribe
PO Box 123
Kykotsmovi, AZ 86039

Dear Chairman Shingoitewa,

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Superintendent

Enclosure (DVD)

cc: Mr. Leigh Kuwanwisiwma, Cultural Preservation Office Director, Hopi Tribe



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Rainbow Bridge National Monument
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IN REPLY REFER TO:
Off-road Vehicle Management Plan/EIS

September 18, 2013

President Ben Shelley
Navajo Nation
P.O. Box 9000
Window Rock, AZ 86515

Dear President Shelley,

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)

cc: Mr. Tony Joe, Jr., Traditional Cultural Program Manager, Navajo Nation
Mr. Allan Downer, Tribal Historic Preservation Officer, Navajo Nation



United States Department of the Interior

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IN REPLY REFER TO:
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September 18, 2013

Chairman Gary Hayes
Ute Mountain Ute Tribe
PO Box JJ
Towaoc, CO 81334

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Todd W. Brindle
Superintendent

Enclosure (DVD)

cc: Mr. Terry Knight, Sr., Tribal Historic Preservation Officer, Ute Mountain Ute Tribe



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IN REPLY REFER TO:
Off-road Vehicle Management Plan/EIS

September 18, 2013

Governor Arlen Quetawki Sr.
Pueblo of Zuni
PO Box 339
1203 B State Highway 53
Zuni, NM 87327

Dear Governor Quetawki Sr.,

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the final draft of the Glen Canyon National Recreation Area Draft Off-road Vehicle Management Plan/Environmental Impact Statement (draft plan/EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like us to follow up with you by telephone or in person concerning any aspects of the draft plan/EIS.

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We request that any comments on the draft plan/EIS be submitted to us in writing no later than October 9, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting. We will continue our consultation with tribes throughout the public comment period as well.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)

cc: Mr. Kurt Dongoske, Tribal Historic Preservation Office Director, Pueblo of Zuni



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
Off-road Vehicle Management Plan/EIS

September 18, 2013

President May Preston
San Juan Southern Paiute Tribe
PO Box 1989
Tuba City, AZ 86045

Dear President Preston,

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the final draft of the Glen Canyon National Recreation Area Draft Off-road Vehicle Management Plan/Environmental Impact Statement (draft plan/EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like us to follow up with you by telephone or in person concerning any aspects of the draft plan/EIS.

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Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
Off-road Vehicle Management Plan/EIS

September 18, 2013

Chairwoman Gari Laferty
Paiute Indian Tribe of Utah
440 North Paiute Drive
Cedar City, UT 84721

Dear Chairwoman Laferty,

As part of our process of government-to-government consultation with tribes on important issues at Glen Canyon National Recreation Area, the National Park Service is pleased to be able to provide to you the final draft of the Glen Canyon National Recreation Area Draft Off-road Vehicle Management Plan/Environmental Impact Statement (draft plan/EIS). Your tribe is being provided an opportunity to review the draft before it is released to the public. Please let us know if you would like us to follow up with you by telephone or in person concerning any aspects of the draft plan/EIS.

This final draft was prepared following comments from and discussions with agency staff, tribes and cooperating agencies on an earlier administrative review version of the draft plan/EIS. You were previously provided with a draft of the Executive Summary from that earlier version. We request that this draft plan/EIS remain confidential. At this time we anticipate a 60 day public review and comment period will occur later this fall following publication of a Notice of Availability in the Federal Register.

We request that any comments on the draft plan/EIS be submitted to us in writing no later than October 9, 2013. If you would like to schedule a time to discuss the draft EIS, please contact Rosemary Sucec, Branch Chief of Cultural Resources, at (928) 608-6277 to determine an appropriate time for a follow-up telephone call or meeting. We will continue our consultation with tribes throughout the public comment period as well.

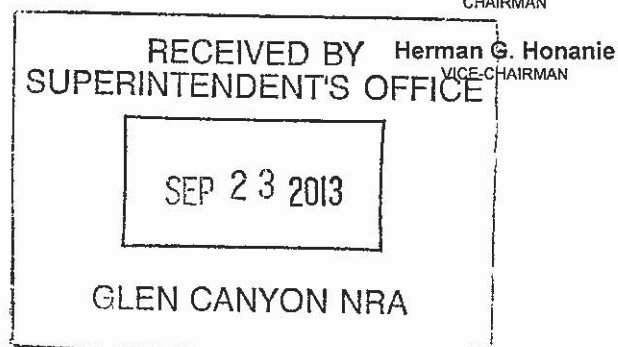
Sincerely,

Todd W. Brindle
Superintendent

Enclosure (DVD)



LeRoy N. Shingoitewa
CHAIRMAN



September 13, 2013

Todd W. Brindle, Superintendent
Attention: Rosemary Sucec, Brian Carey
Glen Canyon National Recreation Area, Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040

Dear Superintendent Brindle,

This letter is in response to your correspondences dated April 23, July 22, and September 10, 2013, regarding the National Park Service (NPS) continuing to develop the Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan/ Draft Environmental Impact Statement.

The Hopi Tribe claims cultural affiliation to prehistoric cultural groups at Glen Canyon and Rainbow Bridge. The Hopi Cultural Preservation Office supports the identification and avoidance of prehistoric archaeological sites, and we consider the prehistoric archaeological sites of our ancestors to be "footprints" and Traditional Cultural Properties. Therefore, we appreciate the NPS's continuing solicitation of our input and your efforts to address our concerns.

Unfortunately, the Hopi Cultural Preservation Office was unable to send a representative to the August 22nd meeting. However we understand that the purpose of the off-road vehicle plan is to develop a range of alternatives to manage ORV use on the accessible shoreline areas, unpaved roads and Ferry Swale area, and that the environmental impact statement was begun in 2007, and draft alternatives were developed in 2010.

We have reviewed the enclosed Draft Executive Summary for Off-road Vehicle (ORV) Management Plan/ Draft Environmental Impact Statement and Clarification of Cultural Resource Considerations. To manage OHV use to prevent impairment and unacceptable impacts to natural and cultural resources, and to protect cultural resources and the biological and physical environment, we generally support the most restrictive alternative in federal agencies' travel management plans.

Therefore, we support Alternative B: No Off-road Use in the draft Executive Summary and we will support this alternative in the draft Environmental Impact Statement. Under this

Todd W. Brindle
September 13, 2013
Page 2

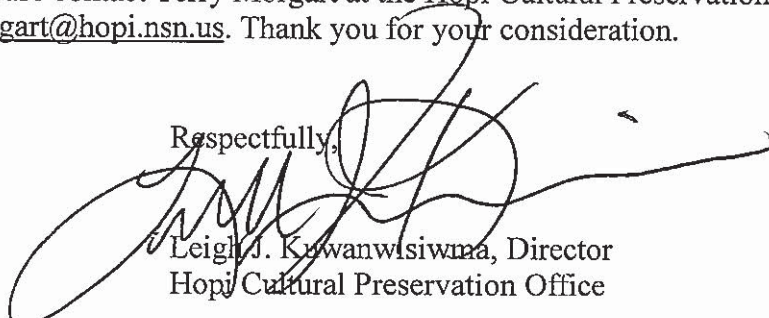
Alternative:

the remote, undeveloped, and lightly traveled nature that characterizes much of Glen Canyon would be maintained by limiting the operation of motor vehicles only to designated roads. Nearly 669,000 acres of Glen Canyon is classified as "Natural" under Glen Canyon's management zones, where maintaining isolation and natural processes is the primary management objective.

We do not support the NPS Preferred Alternative, Alternative E, Mixed Use. It is our understanding that the NPS is not a multi-use land management federal agency and its mission is to protect and preserve natural and cultural resources unimpaired for future generations.

We look forward to being provided with copies of the cultural resources survey reports and the Draft Environmental Impact Statement for review and comment. If you have any questions or need additional information, please contact Terry Morgart at the Hopi Cultural Preservation Office at 928-734-3619 or tmorgart@hopi.nsn.us. Thank you for your consideration.

Respectfully,

A large, stylized handwritten signature in dark ink, likely belonging to Leigh J. Kuwanwisiwma, is written over the typed name and title.

Leigh J. Kuwanwisiwma, Director
Hopi Cultural Preservation Office

xc: Arizona and Utah State Historic Preservation Offices



State of Utah

GARY R. HERBERT
Governor

GREG BELL
Lieutenant Governor

Office of the Governor
PUBLIC LANDS POLICY COORDINATION

JOHN HARJA
Director

RECEIVED BY
SUPERINTENDENT'S OFFICE

DEC 13 2010

GLEN CANYON NRA

December 7, 2010

Stan Austin
Superintendent
Glen Canyon National Recreation Area
PO Box 1507
Page, AZ 86040

Subject: Glen Canyon NRA Off-Road Vehicle Management Plan
RDCC Project No. 24100

Dear Mr. Austin:

The State of Utah appreciates the opportunity to participate in the scoping process for the Glen Canyon NRA Off-Road Vehicle Management Plan as a cooperating agency, and identifies the following issues for further analysis as the study proceeds.

Consistency with state and local travel management plans and regulatory structures should be maintained in the Glen Canyon National Recreation Area's (GCNRA) General Management Plan (GMP). The use of definitions and data sets that are unique to the GMP will cause confusion during the analysis, and ultimately hinder implementation of the Park Service's final plan. Two areas of consistency, definitional and jurisdictional, are presented by the information presented to this point.

First, off-highway vehicles are defined in Utah Code Section 41-22-2 as "any snowmobile, all-terrain type I vehicle, all-terrain type II vehicle or motorcycle." An all-terrain type I vehicle is further defined in UC Section 41-22-(3) (a). Utah statute allows off-highway vehicles to be operated on public lands that are designated by map or description as open to off-highway vehicle use by the controlling federal, state, county or municipal agency. The information presented in the scoping documents, in contrast, defines ATV as "(a) class of vehicles that are primarily designed for off-road travel, including all-terrain vehicles, utility vehicles, and off-road dirt or trail bikes." This proposed language creates a dual regime of vehicle classification, which, in turn, creates ambiguity and confusion. This will create and present problems for the proposed plan's purposes. In addition, the proposed language does not distinguish between motorized, partially motorized, and non-motorized vehicles.

Second, GCNRA is bordered by several Bureau of Land Management Districts, and many, if not most, of the roads in GCNRA are extensions of roads in these districts. The roads within these districts are managed in accordance with each district's Resource Management Plan (RMP) and associated Travel Plan. The proposed alternatives are not yet sufficient in number or scope to accommodate consistency with the federal management prescriptions for the roads that extend into the GCNRA from these districts. The various counties maintain the roads identified in the scoping material as county roads, and the state and the counties jointly own the right-of-way for the roads, pursuant to R.S. 2477, as recorded in the offices of the various county recorders. In addition, county adopted travel maps include several roads not currently included in the scoping information.

The process for the GMP analysis from this point should address the existence of both state and local government travel plans to assure an accurate accounting and coordination of roads and rights-of-way in the GCNRA. The purpose and need section off the NEPA analysis should include the issues of signage, maintenance, enforcement and transportation planning across these various jurisdictions.

The State of Utah appreciates the opportunity to review this proposal, and looks forward to working with the GCNRA as the work proceeds. Please direct any other written questions regarding this correspondence to the Public Lands Policy Coordination Office at the address below, or call Judy Edwards at (801) 537-9023.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Harja', with a stylized flourish at the end.

John Harja
Director

NATIONAL HISTORIC PRESERVATION ACT SECTION 106 CONSULTATION

Colorado Plateau Archaeological Alliance

Utah State Historic Preservation Office

Arizona State Parks

2013 Correspondence with Consulting Parties

U.S. Bureau of Land Management



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:

ORV Management Plan/DEIS

August 28, 2013

Mr. Jerry Springer
Executive Director
Colorado Plateau Archaeological Alliance
2529 Jackson Avenue
Ogden, UT 84401

Dear Mr. Springer,

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. We have recently conducted an NHPA consultation meeting with regards to the areas of potential effect and the proposed level of inventory for historic properties. At this meeting, your organization was proposed as a potential additional consulting party.

With this letter, the NPS would like to invite your organization to become a consulting party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.2(c)(3) and part 800.2(d). Section 106 consulting parties for the project will be designated by the NPS – the lead federal agency for this project. NPS must consider all written requests for participation as consulting parties, and in consultation with the Utah and Arizona State Historic Preservation Office, determine which requests should be granted. A written request does not guarantee an invitation to participate in Section 106 consultation. Section 106 consulting parties will receive project information and have the opportunity to make their views known at various points in the project development process. More information about Section 106 and the role of consulting parties is available on the Advisory Council on Historic Preservation's website at <http://www.achp.gov/>.

To be considered for consulting party status under Section 106, please complete the enclosed application and submit to the NPS at the address provided within **15 working days**. In the letter you should describe your interest in the project and its effects on historic properties, to include 1) your legal interest, 2) your economic interest, and 3) your concern with the effects on historic properties. If you have an affiliation with an organization, name the organization and include an address and telephone number. Make sure to include all the information necessary for the NPS to recognize your interest in the effects of the project on historic properties of specific interest to you or your group.

Consulting party status entitles you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the NPS and other consulting parties. Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, active participation and constructive comments from all Section 106 consulting parties will be expected throughout the process.

The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area;

and promote the resources and values for which the area was established as a unit of the national park system.

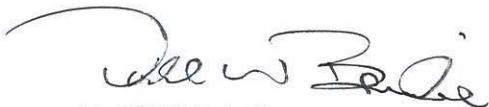
The objectives for managing both off-road and on-road use of motor vehicles are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV Management Plan/EIS must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
- Manage authorized vehicle uses to protect the biological and physical environment, including natural processes and systems.
- Manage authorized vehicle uses to protect cultural resources.
- Establish clear policies to guide authorized vehicle uses.

The purpose of this step in the Section 106 process is to gather input about historic properties and the potential effects from the proposed project on such properties. Section 106 consultation is being conducted concurrently with the EIS analysis and development following public involvement under the National Environmental Policy Act. Opportunities for public involvement in lieu of requests for consulting party status under Section 106 are provided on the Planning, Environment & Public Comment (PEPC) website for the project at <http://parkplanning.nps.gov/projectHome.cfm?projectID=19520>. We have also posted the presentation and meeting notes from the August 22, 2013 consultation meeting at this site.

Thank you for your interest.

Sincerely,



Todd W. Brindle
Superintendent

cc: Rosemary Sucec, Cultural Resources Program Manager, Glen Canyon National Recreation Area & Rainbow Bridge National Monument

[illegible]

Please mail to:

Todd W. Brindle

Superintendent

Glen Canyon National Recreation Area

P.O. Box 1507

56040



Colorado Plateau Archaeological Alliance

Sept. 26, 2013

CPAA Comments Regarding

Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement

By

**Jerry D. Spangler, MA RPA
Executive Director**

For the purposes of modeling APEs associated with Lone Rock Beach, Glen Canyon NRA recommends using the same parameters defined for other accessible shorelines: 35 degree slope as the restricting limit of accessibility for ORV use below the 1988 ORV area designations at full pool (3700') and extending to anticipated low lake levels (3600') to define the Primary Area of Impact (PIA), with an additional .5 mile buffer extending beyond to define the Secondary Area of Impact (SAI).

I am unfamiliar with the specific topographic nature of the PIA and SAI. My question relates primarily to the SAI: If the APE is limited to those areas with less than a 35-degree slope, are there also areas within the PIA and SAI that are greater than 35 degrees with topographic features where archaeological sites are visible from the play area or they are likely to be discovered (e.g., rockshelters). If such features are located here, our research has found that these sites are especially vulnerable to intentional and unintentional vandalism, and these areas should be included in the APE.

For the purposes of modeling APEs associated with backcountry (non-paved) roads, Glen Canyon NRA recommends using a 120 meter buffer zone extending 60 meters on either side of the centerline for designated park roads and the proposed designation of ORV routes in the Ferry Swale area.

The 60-meter buffer identified may adequately address direct impacts to cultural resources along those routes, but it is insufficient in terms of cultural resources that could be indirectly affected (e.g., nature, setting, feels, association). The APE can and often does include a much greater area than the area that is subjected to subsequent inventories. For example, in Nine Mile Canyon the APE is canyon rim-to-canyon rim, even though the area subjected to inventory was only 50 feet on either side of the road centerline. The "potential" effects along designated routes can and often do extend far beyond the

route itself, and this potential should be considered. Our research has consistently shown that that malicious vandalism (looting, graffiti, destruction of features) occurs within 200 meters of an existing route. Rockshelters are particularly vulnerable regardless of distance from a route if they are visible from the route.

Class III inventory should not be required prior to designations that (1) allow continued use of an existing route

We would concur with that assessment but only if (1) Class III inventory has previously been conducted along those routes, and (2) those inventories were conducted within the past 25 years, and (3) inventory methods of past inventories meet currently acceptable standards. DOI practices have commonly exempted “traditional” routes already in use, but this exemption (internal DOI instructional guidance that is in conflict with 36CFR800) is currently being challenged in the federal courts related to BLM travel plans throughout Utah, and one federal court in the Midwest has already ruled against the exemption. The federal code of regulations 36CFR800.16(y) related to the National Historic Preservation Act clearly defines an undertaking as “a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency, including those carried out by or on behalf of a Federal agency.” Whereas the routes fall under the jurisdiction of a federal agency, the agency has responsibility to identify all cultural resources that could be affected.

Where there is a reasonable expectation that a proposed designation will shift, concentrate or expand travel into areas where historic properties are likely to be adversely affected, Class III inventory and compliance with section 106, focused on areas where adverse effects are likely to occur, should be required prior to designation. Proposed designations of new routes or new areas as open to ORV use should require Class III inventory of the APE and compliance with section 106 prior to designation. Class III inventory of the APE and compliance with section 106 should also be required prior to identifying new locations proposed as staging areas or similar areas of concentrated ORV use. Class II inventory, or development and field testing of a cultural resources probability model, followed by Class III inventory in high potential areas and for specific projects, may be appropriate for larger planning areas for which limited information is currently available.

We would concur with this approach, but we would also recommend that any Class III inventory of areas directly affected also include an adequate buffer to consider possible indirect effects (see comments above).

For park roads, the proposed designation reflects continued use of existing routes, which will not change ORV use. These large planning areas have received minimal inventory in the past and limited information is currently available on the presence of historic properties. Glen Canyon NRA recognizes that the continued use of existing routes is unlikely to adversely affect documented or previously unidentified historic properties.

This statement is very problematic. How can the NRA recognize that continued use of an existing route is *unlikely* to adversely affect known and unknown historic properties if the agency does not know what those properties are and how they being effected by continued use of the route? You acknowledge the area has received minimal inventory in the past and that limited information is available. Hence you do not know if historic properties are affected or not. As discussed above, we have long argued that designated routes are subject to Section 106 and its implementing regulations, and that Class III inventories should be conducted along those routes to identify historic properties that are being or

could be adversely affected by use of the route. Our recent research in the Kanab Field Office, Richfield Field Office and Monticello Field Office has demonstrated unequivocally that “exempted” routes pass through eligible properties and use of the routes is causing ongoing damage to the National Register qualities of those sites. In the Kanab area, the designated routes often passed over and through Ancestral Puebloan residential sites. The BLM was unaware that these sites existed prior to our inventory of the routes.

General Comment 1:

It is inferred in the statement regarding the 120-meter wide APE along routes that the inventory will also be 60 meters on either side of center line. But the width of the Class III inventory is not expressly stated. A Class III inventory of that width can be sufficient to identify direct impacts to historic properties along the route itself, but it does not address impacts to sites that are visible from the route (e.g., rockshelters, cliff structures, rock art sites). We would strongly recommend that inventories include efforts to identify and document cultural resources that are visible from the routes.

General Comment 2:

If any of the routes are used specifically to enhance access to historic properties then we would recommend that the full nature of those historic properties be documented, regardless of whether or not they are next to or visible from the route. This effort should also include a monitoring plan whereby ongoing degradation of the properties can be evaluated and appropriate mitigation measures implemented.

Citations and Reports Related to CPAA research into OHV travel available upon request.

Jerry D. Spangler
Executive Director
Colorado Plateau Archaeological Alliance
2529 Jackson Avenue
Ogden, Utah 84401
801-392-2646



State of Utah

JON M. HUNTSMAN, JR.
Governor

GARY R. HERBERT
Lieutenant Governor

Department of Community and Culture

PALMER DePAULIS
Executive Director

State History

PHILIP F. NOTARIANNI
Division Director

September 19, 2007

ORV Management Plan
Glen Canyon NRA
PO Box 1507
Page, AZ 86040-1507

RE: ORV Use at Glen Canyon National Recreation Area

In reply, please refer to Case No. 07-1611

To Whom It May Concern:

The Utah State Historic Preservation Office received your request for public scoping comments on the above referenced project on September 18, 2007.

We are certain that the National Park Service is already aware of the numerous historic and prehistoric cultural resources that could be involved in this undertaking. Indeed, we have recently met with specialists to discuss the high density of sites in some of the areas that have ORV roads and we have also discussed the recent emergence of long submerged sites on newly exposed beach areas. While the issues are complex, we have no doubt that through careful consideration it is possible to develop a balanced approach to ORV use that balances the value of these resources with the need to provide recreational opportunities.

We are fully confident that the National Park Service will draw on its cultural resource expertise to fully analyze alternatives and potential effects to the many valuable cultural resources within Glen Canyon National Recreation Area and comply with Section 106 of the National Historic Preservation Act for this undertaking. Given the complexity of issues surrounding off-road vehicle use and cultural resources, we would like to offer our assistance early in the planning process. Specifically, we are interested in consulting with your agency on potential consulting parties (per 36CFR800.3(f)), on determining the scope of the Area of Potential Effects (per 36CFR800.4(a)(1)), on reasonable and good faith identification efforts (per 36CFR800.4(b)(1)) and on resource eligibility and effects (per 36CFR800.(c)(2) and 36CFR800.5(a)).

UTAH STATE
HISTORY

UTAH STATE HISTORICAL SOCIETY
ANTIQUITIES
HISTORIC PRESERVATION
RESEARCH CENTER & COLLECTIONS

300 S. RIO GRANDE STREET, SALT LAKE CITY, UT 84101-1182 • TELEPHONE 801 533-3500 • FACSIMILE 801 533-3503 • HISTORY.UTAH.GOV

Please contact our office as early as possible so that we can arrange for meetings and/or discussions on these issues and approaches. We believe that through early and careful consideration, the process can be streamlined and good cultural resource consideration can be conducted.

Thank you for taking our comment and we look forward to further consultation under the National Historic Preservation Act and its implementing regulations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matthew T. Seddon', enclosed within a large, loopy oval flourish.

Matthew T. Seddon, Ph.D., RPA

Deputy State Historic Preservation Officer – Archaeology



Baker, Nathaniel <thann_baker@nps.gov>

ORV Management Plan paperwork

1 message

djacobs@azstateparks.gov <djacobs@azstateparks.gov>

Fri, Nov 2, 2012 at 12:01 PM

To: thann_baker@nps.gov

Thann-

Our office has received the ORV Management Plan paperwork that initiates Section 106 and addresses the topics of identifying consulting parties, the scope of identification efforts [APE], and determining the agency's reasonable and good faith effort to carry out the appropriate identification effort per 36 CFR 800.4(b)(1).

Given the vicissitudes of water levels and ORV use, one can easily appreciate the potential for impacts to cultural resources. The approach discussed in your attachment [Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement] dated October 2012 is reasonable and appropriate. The use of a Class II inventory of the primary area of impact for accessible shorelines to evaluate the potential for the presence of historic properties and to estimate the frequency and types of properties present is a very good strategy to ultimately achieve the final identification and evaluation of historic properties.

Our office concurs with the recommendations in your attachment.

David Jacobs

Compliance Specialist / Archaeologist
State Historic Preservation Office

Phone: (602) 542-7140

Fax: (602) 542-4180

Email: djacobs@azstateparks.gov

Web: <http://AZStateParks.com>

[Arizona State Parks](http://ArizonaStateParks.com)



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



October 17, 2012

Lori Hunsaker
Deputy State Historic Preservation Officer
300 Rio Grande
Salt Lake City, UT 84101-1182

RE: Continued consultation on the Glen Canyon National Recreation Area Off-road Vehicle Management Plan/Environmental Impact Statement (Case No. 07-1611)

Dear Ms. Hunsaker:

The National Park Service is continuing to develop a Management Plan/Environmental Impact Statement (EIS) to evaluate off-road vehicle (ORV) use addressing three spheres of ORV use at Glen Canyon National Recreation Area in Arizona and Utah: 1) At the Lone Rock beach and play area; 2) at designated vehicle-accessible shoreline areas; and 3) on 388 miles of park roads. The purpose of this ORV Management Plan/EIS is to guide management of ORV areas and all-terrain vehicle use within Glen Canyon in order to preserve the recreation area's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the National Park System.

Following initial consultation with your office (September 2007), and further discussions at the 2010 Biennial Meeting held at Glen Canyon National Recreation Area, we wish to formally invite your participation and assistance with the following topics in accordance with Section 106 of the National Historic Preservation Act (NHPA): 1) Identifying other consulting parties (per 36CFR800.3(f)); 2) determining the scope of identification efforts (per 36CFR800.4(a)) to include determining the area of potential effects (APE) (per 36CFR800.4(a)(1)); and 3) determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts (per 36CFR800.4(b)(1)).

Identify other consulting parties (36CFR800.3(f))

Glen Canyon National Recreation Area is coordinating public involvement requirements of Section 106 through the agency's procedures under the National Environmental Policy Act to solicit public review and comment. The agency will consider those comments in a way that reflects the nature and complexity of the undertaking, its effects on historic properties, and the relationship of the Federal involvement to the undertaking (36CFR800.2(d)(1)). Individual stakeholders have been identified and continue to be informed during the planning and development process. A list of current stakeholder is available upon request.

Glen Canyon National Recreation Area has initiated formal consultation under Section 106 with the Utah and Arizona State Historic Preservation Offices, the 19 Tribes, bands, and chapters associated with Glen

Canyon, and the Church of Jesus Christ of Latter-day Saints. We would like to request your recommendations for additional consulting parties who may possess a demonstrated interest in the undertaking or concern with the undertaking's effects on historic properties.

Determine the scope of identification efforts (36CFR800.4(a)) and level of effort (36CFR800.4(b)(1))

Glen Canyon National Recreation Area recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties. At this stage in the development process of the EIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. Attention is directed here toward defining the APE and the appropriate level of effort for identification of historic properties within the APE.

Enclosed for your review is:

1. **Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement** identifying the parameters used to model the APE, providing a rationale for determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts, and recommending a strategy to initiate identification efforts.
2. **Glen Canyon National Recreation Area Accessible Shorelines: Addendum to Design for Archaeological Survey** providing an archeological survey design and options for inventory of accessible shoreline locations.

Glen Canyon National Recreation Area has determined an APE (as defined at 36CFR800.16(d)) based on the action alternative offering the greatest potential for adverse effects across all alternative components. The APE is modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. For this EIS, separate parameters are established to model the APE for: 1) Accessible shorelines and Lone Rock Beach; 2) all unpaved park roads; and 3) Lone Rock Beach Play Area. We understand that as input is received from consulting parties and alternatives are refined, the APE may be adjusted accordingly.

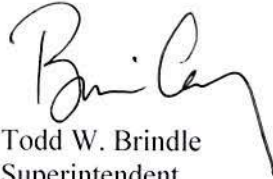
The preliminary strategy for appropriate identification efforts are proposed in pursuance with 36CFR800.4(b) and vary according to the three spheres of ORV use at Glen Canyon as reflected in the APE model. Inventory requirements, priorities, and strategies vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information. The proposed strategy will allow for further consultation to determine the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties pursuant with 36CFR800.4(b)(2).

For the state of Utah, relevant aspects of the proposed action include: accessible shorelines in Garfield, Kane, and San Juan counties; unpaved park roads in Garfield, Kane, San Juan, and Wayne counties, as well as Lone Rock Beach and play area in Kane County. We would like to request your input on: 1) determinations of the APE as defined at 26CFR800.16(d) and following the parameters provided in the clarification of cultural considerations document; and 2) the proposed level of identification to assist planning efforts and aid in determining the appropriate level of effort for final identification and evaluation.

We look forward to receiving your input on the planning process. We believe that it will ensure that cultural resources are adequately considered during the planning process while meeting ORV management needs and objectives.

If you wish to be kept apprised of the off-road vehicle management planning process, please visit Glen Canyon National Recreation Area's website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Thann Baker of my staff at 928-608-6263, or by email at thann_baker@nps.gov.

Sincerely,


fw Todd W. Brindle
Superintendent

Enclosures



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



October 17, 2012

Mr. James Garrison
State Historic Preservation Officer
Arizona State Parks
1300 West Washington
Phoenix, AZ 85007

RE: Continued consultation on the Glen Canyon National Recreation Area Off-road Vehicle Management Plan/Environmental Impact Statement

Dear Mr. Garrison:

The National Park Service is continuing to develop a Management Plan/Environmental Impact Statement (EIS) to evaluate off-road vehicle (ORV) use addressing three spheres of ORV use at Glen Canyon National Recreation Area in Arizona and Utah: 1) At the Lone Rock beach and play area; 2) at designated vehicle-accessible shoreline areas; and 3) on 388 miles of park roads. The purpose of this ORV Management Plan/EIS is to guide management of ORV areas and all-terrain vehicle use within Glen Canyon in order to preserve the recreation area's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the National Park System.

Following initial consultation with your office (September 2007), and further discussions at the 2010 Biennial Meeting held at Glen Canyon National Recreation Area, we wish to formally invite your participation and assistance with the following topics in accordance with Section 106 of the National Historic Preservation Act (NHPA): 1) Identifying other consulting parties (per 36CFR800.3(f)); 2) determining the scope of identification efforts (per 36CFR800.4(a)) to include determining the area of potential effects (APE) (per 36CFR800.4(a)(1)); and 3) determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts (per 36CFR800.4(b)(1)).

Identify other consulting parties (36CFR800.3(f))

Glen Canyon National Recreation Area is coordinating public involvement requirements of Section 106 through the agency's procedures under the National Environmental Policy Act to solicit public review and comment. The agency will consider those comments in a way that reflects the nature and complexity of the undertaking, its effects on historic properties, and the relationship of the Federal involvement to the undertaking (36CFR800.2(d)(1)). Individual stakeholders have been identified and continue to be informed during the planning and development process. A list of current stakeholder is available upon request.

Glen Canyon has initiated formal consultation under Section 106 with the Utah and Arizona State Historic Preservation Offices, the 19 Tribes, bands, and chapters associated with Glen Canyon, and the Church of Jesus Christ of Latter-day Saints. We would like to request your recommendations for additional consulting parties who may possess a demonstrated interest in the undertaking or concern with the undertaking's effects on historic properties.

Determine the scope of identification efforts (36CFR800.4(a)) and level of effort (36CFR800.4(b)(1))

Glen Canyon National Recreation Area recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties. At this stage in the development process of the EIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. Attention is directed here toward defining the APE and the appropriate level of effort for identification of historic properties within the APE.

Enclosed for your review is:

- **Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement** identifying the parameters used to model the APE, providing a rationale for determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts, and recommending a strategy to initiate identification efforts.

Glen Canyon National Recreation Area has determined an APE (as defined at 36CFR800.16(d)) based on the action alternative offering the greatest potential for adverse effects across all alternative components. The APE is modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. For this EIS, separate parameters are established to model the APE for: 1) Accessible shorelines and Lone Rock Beach; 2) all unpaved park roads; and 3) Lone Rock Beach Play Area. We understand that as input is received from consulting parties and alternatives are refined, the APE may be adjusted accordingly.


The preliminary strategy for appropriate identification efforts are proposed in pursuance with 36CFR800.4(b) and vary according to the three spheres of ORV use at Glen Canyon as reflected in the APE model. Inventory requirements, priorities, and strategies vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information. The proposed strategy will allow for further consultation to determine the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties pursuant with 36CFR800.4(b)(2).

For the state of Arizona, relevant aspects of the proposed action include unpaved park roads in Coconino County. We would like to request your input on: 1) determinations of the APE as defined at 26CFR800.16(d) and following the parameters provided in the enclosed clarification of cultural considerations document; and 2) the proposed level of identification to assist planning efforts and aid in determining the appropriate level of effort for final identification and evaluation of unpaved park roads in Coconino County.

We look forward to receiving your input on the planning process. We believe that it will ensure that cultural resources are adequately considered during the planning process while meeting ORV management needs and objectives. If you wish to be kept apprised of the off-road vehicle management

planning process, please visit Glen Canyon National Recreation Area's website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Thann Baker of my staff at 928-608-6263, or by email at thann_baker@nps.gov.

Sincerely,


fw Todd W. Brindle
Superintendent

Enclosure

October 2012

Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement

Prepared by
Thann Baker
Archeologist

May 2010

Updated March 2012
Final October 2012

Document Information

Title	Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement
Author	Thann Baker, Glen Canyon National Recreation Area Archeologist
Document Type	
Publication Date	2012 Draft

Change History

Original Version #	Date of Revision	Revised By	Changes	Justification	New Version #
	May 2010	Thann Baker	Original	DRAFT	1.0
1.0	March 2012	Thann Baker	Detail added	DRAFT #2	1.1
1.1	October 2012	Thann Baker	Detail added	Final	1.2

Purpose

To provide proposed guidance on how Glen Canyon National Recreation Area (NRA) proceeds toward compliance with Section 106 of the National Historic Preservation Act (NHPA) concerning designation and management of areas to control for off-road vehicle (ORV) use. Attention is directed toward defining (1) the Area of Potential Effect (APE); and (2) the appropriate level of effort for identification of historic properties within the APEs.

Terminology

Off-road Vehicle (ORV): A motorized vehicle (all-terrain or conventional) designed for or capable of cross-country travel on or immediately over natural terrain.

All-terrain Vehicle (ATV): A nonconventional motor vehicle that is designed primarily for off-road travel (falling under the broader term ORV) and that is not registered for interstate travel.

Street-legal ATV: An ATV that qualifies under the state's motor vehicle and traffic code to be operated on state roads and highways. Dune buggies, sand rails, go-karts, and rock crawlers cannot be licensed as street-legal.

Unpaved General Management Plan (GMP) Road: An unpaved backcountry road designated as open to motorized vehicle travel in the 1972 Glen Canyon GMP.

ORV Authorities and Policy

Glen Canyon NRA was established in 1972 "to provide for public outdoor recreation use and enjoyment of Lake Powell and adjacent lands, and to preserve and protect the scenic, scientific, and historic features contributing to public enjoyment of the area" (PL 92-593). The primary management objective of the recreation area, as established in the GMP, is "to manage the recreation area so that it provides maximal recreational enjoyment to the American public and their guests" (USDI 1979).

The potential effect of increasingly numerous and popular recreational vehicles on public lands was addressed in Executive Order (EO) 11644, (as amended by EO 11989), *Use of Off-Road Vehicles on Public Lands* in 1972. To protect resources, promote safety of users and minimize land use conflicts, *E.O. 11644* established a Federal policy of designating all public lands as either available or not available for ORV use and required every agency to develop a process for directing and controlling the ORV use. The National Park Service (NPS) administration process for controlling ORV use is in 36 CFR Part 4.10.

Given the overall beneficial effects of route designation on cultural resources, the size of the planning areas, and Glen Canyon NRA's continuing management responsibilities for designated areas and routes, the National Park Service should consider the potential for ORV accessible areas and road designations to affect historic properties as it complies with the NPS Servicewide Programmatic Agreement (PA) for Section 106 compliance and 36 CFR Part 800.

Potential for Adverse Effects

The primary threats to cultural resources from ORV use include both unintentional and intentional vandalism. Unintentional vandalism results from driving across sites, creating non-motorized and motorized trails across or near sites with fragile features, and dispersed camping on sites. Intentional vandalism includes site damage or destruction from illegal excavation and the collection of surface artifacts.

According to a recent survey of ORV owners in Utah (2001), of those who used their vehicle to access other activities, greater than 75% of both conventional 4-wheel drive vehicle and motorcycle users responded that hiking was the most popular activity. It is unclear to what extent ORV users hike after reaching a destination in GLCA, but the potential exists for visitor impacts to occur outside the range of ORV operational capabilities. The primary threats to cultural resources outside the range of ORV operational capabilities include intentional vandalism. It is reasonable to expect hiking activities associated with ORV use to extend up to .5 miles beyond a vehicles operational capability and threaten cultural resources.

Area(s) of Potential Effect

Section 106 requires agencies to identify the geographic area or areas within which the character or use of any historic properties may be directly or indirectly affected by an undertaking. The range of alternatives identified in the ORV EIS include actions that open, close, or limit in some fashion ORV use in designated areas of Glen Canyon NRA. The greatest potential for effects across all alternative action components in the ORV EIS includes: 1) all accessible shorelines to remain open to conventional vehicles and all ATVs by permit; 2) Lone Rock Beach and Lone Rock Beach Play Area to remain open to conventional vehicles and all ATVs; 3) all unpaved GMP roads to remain open to conventional vehicles and street-legal ATVs; and 4) proposed designation of ORV routes in Ferry Swale open to conventional vehicles and street-legal ATVs.

For the purposes of this EIS, the APEs are modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. The type of anticipated impacts derives from ORV use and visitor access across the extent of accessible shorelines, unpaved GMP roads, Lone Rock Beach, and Lone Rock Beach Play Area. For this EIS, separate parameters are established to model the APEs for 1) accessible shorelines and Lone Rock Beach; 2) all unpaved GMP roads; and 3) Lone Rock Beach Play Area. The APEs include areas designated as open, closed, or limited for ORV use in the EIS.

Accessible Shorelines

The vehicle-accessible shoreline areas at Glen Canyon NRA are managed under the 1988 *Environmental Assessment and Management/Development Concept Plans for Lake Powell's Accessible Shoreline* (USDI 1988). These designated ORV areas are intended to provide the public with conventional motor vehicle access to the Lake Powell shoreline for the purposes of primitive recreational use. The public is allowed to depart the road and drive directly to the shoreline and park in designated ORV areas. The ORV areas are not intended to be play areas; climbing hills in vehicles, driving at high speeds, and similar behavior is prohibited.

Since the establishment of ORV accessible shoreline areas in 1988 at full pool levels (3700 feet amsl), decreasing lake levels have stranded the designated areas by as much as a mile from the current lakeshore. An additional consequence of decreasing lake levels has resulted in opening the natural topographic barriers that restricted ORV use to designated roads and shoreline areas. GLCA management has allowed users to "chase the water" to take advantage of the recreational opportunities intended by the establishment of ORV areas. ORV users chasing the shoreline proceed beyond the designated areas along networks of unprescribed routes. In numerous cases, the routes taken are not intended to access the shoreline, but rather provide access to a larger expanse of open terrain.

Without the benefit of natural topographic barriers and prescribed routes, accessibility is limited by the operational capabilities of the ORV in use. The limiting capabilities beyond user experience levels include maximum approach, departure, breakover, and side-slope angles. Factory standard specifications for conventional vehicles provide a range of maximum values to assess limitation parameters with generalized averages at approximately 35 degrees.

For the purposes of modeling APEs associated with accessible shorelines, GLCA recommends using 35 degree slope as the restricting limit of accessibility for ORV use below the 1988 ORV area designations at full pool (3700') and extending to anticipated low lake levels (3600') to define the Primary Area of Impact (PIA), with an additional .5 mile buffer extending beyond to define the Secondary Area of Impact (SAI).

Unpaved GMP Roads

Roads open for all motor vehicle travel are those roads designated in Glen Canyon NRA's 1979 General Management Plan. All other roads are closed to any type of motorized vehicle travel. As of October 1, 2008, management of motor vehicles at Glen Canyon NRA authorizes the operation of street-legal ATVs on all designated roads within the recreation area. The ORV EIS will evaluate the use of ATVs on the designated park roads, as well as the proposed designation of ORV routes in the Ferry Swale area. Under federal regulations that govern traffic on park roads (36 CFR 4.2), Glen Canyon NRA has adopted Utah and Arizona traffic code to govern the use of vehicles on roads in their respective state.

For all currently designated roads, the EIS will evaluate continued use of existing routes. In the Ferry Swale area, a few miles of unpaved roads exist that access, and are accessed by, federal lands administered by the Bureau of Land Management (BLM) Arizona Field Office. To maintain uniformity with travel management policies, the EIS will evaluate these roads as proposed designations of new routes open to ORV use.

For the purposes of modeling APEs associated with backcountry (non-paved) roads, Glen Canyon NRA recommends using a 120 meter buffer zone extending 60 meters on either side of the centerline for designated park roads and the proposed designation of ORV routes in the Ferry Swale area.

Lone Rock Beach and Lone Rock Beach Play Area

Off-road driving at Lone Rock Beach and Play Area occurred prior to the formal establishment of Glen Canyon NRA in 1972. The NPS designated Lone Rock Beach as an ORV area and the Lone Rock Beach Play Area as open to ATVs under the 1981 *Lone Rock Beach Development Concept Plan and Environmental Assessment* (USDI 1981). Lone Rock Beach is currently open to all street-legal vehicles, including conventional vehicles and street-legal ATVs. Non-street-legal vehicles may be operated from the operator's camping location at Lone Rock Beach to the Play Area only to access the play area.

Lone Rock Beach Play Area is a fence-enclosed 180-acre area that is open to high-intensity ATV and motor vehicle use. For the purposes of modeling the APE associated with the Lone Rock Beach Play Area, Glen Canyon NRA recommends using the fenced boundary with no additional buffer zone.

For the purposes of modeling APEs associated with Lone Rock Beach, Glen Canyon NRA recommends using the same parameters defined for other accessible shorelines: 35 degree slope as the restricting limit of accessibility for ORV use below the 1988 ORV area designations at full pool (3700') and extending to anticipated low lake levels (3600') to define the Primary Area of Impact (PIA), with an additional .5 mile buffer extending beyond to define the Secondary Area of Impact (SAI).

Level of Inventory

The potential effects of proposed designations differ according to the extent of anticipated change in ORV use by alternative actions. Proposed designations that will not change or will reduce ORV use are unlikely to adversely affect historic properties and will require less intensive identification efforts. Inventory requirements, priorities, and strategies will vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information.

Class III inventory should not be required prior to designations that (1) allow continued use of an existing route; (2) impose new limitations on an existing route; (3) close an open area or travel route; (4) keep a closed area closed; or (5) keep an open area open. Where there is a reasonable expectation that a proposed designation will shift, concentrate or expand travel into areas where historic properties are likely to be adversely affected, Class III inventory and compliance with section 106, focused on areas where adverse effects are likely to occur, should be required prior to designation. Proposed designations of new routes or new areas as open to ORV use should require Class III inventory of the APE and compliance with section 106 prior to designation. Class III inventory of the APE and compliance with section 106 should also be required prior to identifying new locations proposed as staging areas or similar areas of concentrated ORV use. Class II inventory, or development and field testing of a cultural resources probability model, followed by Class III inventory in high potential areas and for specific projects, may be appropriate for larger planning areas for which limited information is currently available.

Accessible Shorelines

For accessible shorelines (including Lone Rock Beach), decreasing lake levels have stranded previously designated areas by as much as a mile from the current lakeshore effectively expanding travel into areas where historic properties are likely to be adversely affected. These large planning areas have received minimal inventory in the past and limited information is currently available on the presence of historic properties. Information derived through Class I archival research efforts suggest a low probability for historic properties to occur within the proposed accessible shoreline APEs and that site integrity has been compromised by repeated inundation and exposure accompanied by the effects of wave action and visitor impacts.

At this stage in the development process of the EIS, Glen Canyon NRA recommends Class II inventory of the primary area of impact for accessible shorelines to evaluate the potential for the presence of historic properties and estimate the frequency and types of properties present. The recommended strategy will facilitate a determination of the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties.

Unpaved GMP Roads

For unpaved GMP roads, the proposed designation reflects continued use of existing routes, which will not change ORV use. These large planning areas have received minimal inventory in the past and limited information is currently available on the presence of historic properties. Glen Canyon NRA recognizes that the continued use of existing routes is unlikely to adversely affect documented or previously unidentified historic properties.

For the Ferry Swale area, the proposed designation establishes new routes open to ORV use. This planning area has received minimal inventory in the past and limited information is currently available

on the presence of historic properties. Glen Canyon NRA recognizes that the designation of new routes has the potential to adversely affect documented or previously unidentified historic properties.

At this stage in the development process of the EIS, Glen Canyon NRA recommends Class I inventory of all unpaved GMP roads to evaluate the potential for the presence of historic properties and estimate the frequency and types of properties present. The recommended strategy will facilitate a determination of the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties. Glen Canyon NRA further recommends Class III inventory of all designated ORV routes in the Ferry Swale area to identify historic properties.

Lone Rock Beach and Lone Rock Beach Play Area

For Lone Rock Beach and Lone Rock Beach Play Area, the proposed designation reflects continued use of existing routes and areas, which will not change or will reduce ORV use. These planning areas received intensive pedestrian inventory during the development of the *Lone Rock Beach Development Concept Plan and Environmental Assessment* (USDI 1981). All historic properties were identified and management recommendations to mitigate adverse effects associated with designating the ORV areas were implemented.

At this stage in the development process of the EIS, Glen Canyon NRA recommends no additional inventory efforts at Lone Rock Beach and Lone Rock Beach Play Area.

References

Fisher, Andrea L., Dale J. Blahna, and Rosalind Bahr

- 2001 Off Highway Vehicle Uses and Owner Preferences in Utah. Utah State University Institute for Outdoor Recreation and Tourism. Submitted to the Utah Department of Natural Resources, Division of Parks and Recreation. Professional Report IORT PR2001-02.

U.S. Department of the Interior

- 1979 General management Plan, Glen Canyon National Recreation Area. National Park Service.

- 1981 *Lone Rock Beach Development Concept Plan and Environmental Assessment*. National Park Service.

- 1988 *Environmental Assessment and Management/Development Concept Plans for Lake Powell's Accessible Shoreline*. National Park Service.



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Bill Hedden
Executive Director
Grand Canyon Trust
2601 N. Fort Valley Road
Flagstaff, AZ 86001

Dear Mr. Hedden:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

The objectives for managing both off-road and on-road use of motor vehicles are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV Management Plan/EIS must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
- Manage authorized vehicle uses to protect the biological and physical environment, including natural processes and systems.
- Manage authorized vehicle uses to protect cultural resources.
- Establish clear policies to guide authorized vehicle uses.

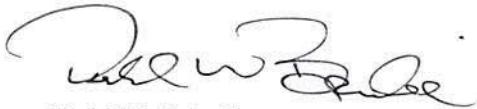
With this letter, the NPS would like to invite you or your organization to apply to become a consulting party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.2(c)(3) and part 800.2(d). Section 106 consulting parties for the project will be designated by the NPS – the lead federal agency for this project. NPS must consider all written requests for participation as consulting parties, and in consultation with the Utah and Arizona State Historic Preservation Office, determine which requests should be granted. A written request does not guarantee an invitation to participate in Section 106 consultation. Section 106 consulting parties will receive project information and have the opportunity to make their views known at various points in the project development process. More information about Section 106 and the role of consulting parties is available on the Advisory Council on Historic Preservation's website at <http://www.achp.gov/>.

The purpose of this step in the Section 106 process is to gather input about historic properties and the potential effects from the proposed project on such properties. Section 106 consultation is being conducted concurrently with the EIS analysis and development following public involvement under the National Environmental Policy Act. Opportunities for public involvement in lieu of requests for consulting party status under Section 106 are provided on the Planning, Environment & Public Comment (PEPC) website for the project at <http://parkplanning.nps.gov/projectHome.cfm?projectID=19520>.

To be considered for consulting party status under Section 106, please complete the enclosed application and submit to the NPS at the address provided within **15 working days**. In the letter you should describe your interest in the project and its effects on historic properties, to include 1) your legal interest, 2) your economic interest, and 3) your concern with the effects on historic properties. If you have an affiliation with an organization, name the organization and include an address and telephone number. Make sure to include all the information necessary for the NPS to recognize your interest in the effects of the project on historic properties of specific interest to you or your group.

Consulting party status entitles you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the NPS and other consulting parties. Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, active participation and constructive comments from all Section 106 consulting parties will be expected throughout the process. Thank you for your interest.

Sincerely,

A handwritten signature in dark ink, appearing to read "Todd W. Brindle". The signature is fluid and cursive, with a large initial "T" and "B".

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Great Old Broads for Wilderness
PO Box 2924
Durango, CO 81302

To Whom It May Concern:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

The objectives for managing both off-road and on-road use of motor vehicles are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV Management Plan/EIS must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
- Manage authorized vehicle uses to protect the biological and physical environment, including natural processes and systems.
- Manage authorized vehicle uses to protect cultural resources.
- Establish clear policies to guide authorized vehicle uses.

With this letter, the NPS would like to invite you or your organization to apply to become a consulting party for this project under Section 106 of the National Historic Preservation Act and the implementing regulations at 36 CFR Part 800.2(c)(3) and part 800.2(d). Section 106 consulting parties for the project will be designated by the NPS – the lead federal agency for this project. NPS must consider all written requests for participation as consulting parties, and in consultation with the Utah and Arizona State Historic Preservation Office, determine which requests should be granted. A written request does not guarantee an invitation to participate in Section 106 consultation. Section 106 consulting parties will receive project information and have the opportunity to make their views known at various points in the project development process. More information about Section 106 and the role of consulting parties is available on the Advisory Council on Historic Preservation's website at <http://www.achp.gov/>.

The purpose of this step in the Section 106 process is to gather input about historic properties and the potential effects from the proposed project on such properties. Section 106 consultation is being

conducted concurrently with the EIS analysis and development following public involvement under the National Environmental Policy Act. Opportunities for public involvement in lieu of requests for consulting party status under Section 106 are provided on the Planning, Environment & Public Comment (PEPC) website for the project at <http://parkplanning.nps.gov/projectHome.cfm?projectID=19520>.

To be considered for consulting party status under Section 106, please complete the enclosed application and submit to the NPS at the address provided within **15 working days**. In the letter you should describe your interest in the project and its effects on historic properties, to include 1) your legal interest, 2) your economic interest, and 3) your concern with the effects on historic properties. If you have an affiliation with an organization, name the organization and include an address and telephone number. Make sure to include all the information necessary for the NPS to recognize your interest in the effects of the project on historic properties of specific interest to you or your group.

Consulting party status entitles you to share your views, receive and review pertinent information, offer ideas, and consider possible solutions together with the NPS and other consulting parties. Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, active participation and constructive comments from all Section 106 consulting parties will be expected throughout the process. Thank you for your interest.

Sincerely,

A handwritten signature in dark ink, appearing to read "Todd W. Brindle". The signature is fluid and cursive, with the first name "Todd" being the most prominent part.

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Ms. Reba Grandrud
President
Old Spanish Trail Association
PO Box 909
Las Vegas, NM 87701

Dear Ms. Grandrud:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

The objectives for managing both off-road and on-road use of motor vehicles are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV Management Plan/EIS must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
- Manage authorized vehicle uses to protect the biological and physical environment, including natural processes and systems.
- Manage authorized vehicle uses to protect cultural resources.
- Establish clear policies to guide authorized vehicle uses.

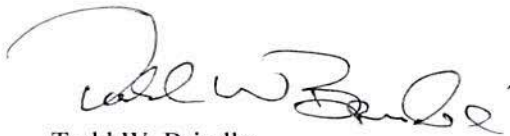
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Sincerely,

A handwritten signature in dark ink, appearing to read "Todd W. Brindle", is written over a horizontal line.

Todd W. Brindle
Superintendent

Enclosure

cc: Mr. James Page, President, Armijo Chapter, Old Spanish Trail Association



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Ben Everitt
President
Utah Rock Art and Research Association
PO Box 511324
Salt Lake City, UT 84151-1324

Dear Mr. Everitt:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

The objectives for managing both off-road and on-road use of motor vehicles are based on Glen Canyon's enabling legislation and prior planning documents and are compatible with NPS mission and policy guidance. All alternatives considered in this ORV Management Plan/EIS must, to a large degree, accomplish the following objectives:

- Manage authorized vehicle uses to provide safe and healthful opportunities for visitor access and recreation.
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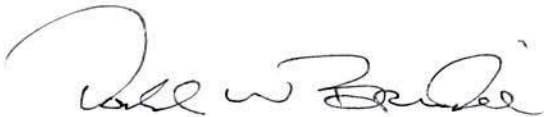
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Sincerely,

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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Dale Hatch
President
Utah Statewide Archeological Society
PO Box 2474
Cedar City, UT 84721-2474

Dear Mr. Hatch:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Brent Johansen
President
San Juan Public Entry and Access Rights
PO Box 353
Blanding, UT 84511

Dear Mr. Johansen:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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Sincerely,

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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Ms. Liz Thomas
Southern Utah Wilderness Alliance
PO Box 968
Moab, UT 84532

Dear Ms. Thomas:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Byron Loosle
Utah Professional Archeological Council Presiden
BLM- State Office
PO Box 45155
Salt Lake City, UT 84145-0155

Dear Mr. Loosle:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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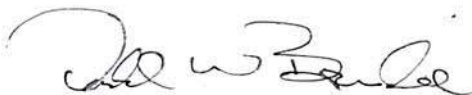
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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Derk Beckstrand
President
UT Shared Access Alliance
PO Box 131
Payson, UT 84651

Dear Mr. Beckstrand:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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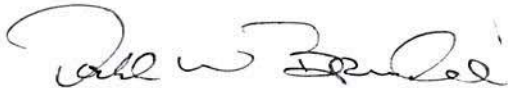
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Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



April 30, 2013

Mr. Matt Westrich
Utah 4 Wheel Drive Association
PO Box 65745
Salt Lake City, UT 84165-0745

Dear Mr. Westrich:

The National Park Service (NPS) is developing an Off-road Vehicle (ORV) Management Plan/Environmental Impact Statement (EIS) to analyze a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles and street-legal all-terrain vehicles at Glen Canyon National Recreation Area in Arizona and Utah. The purpose of this plan/EIS is to evaluate these uses and develop management actions that preserve Glen Canyon's scientific, scenic, and historic features; provide for the recreational use and enjoyment of the area; and promote the resources and values for which the area was established as a unit of the national park system.

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Todd W. Brindle
Superintendent

Enclosure

Glen Canyon National Recreation Area Off-road Vehicle Management Plan/Environmental Impact Statement

APPLICATION TO BE CONSIDERED A SECTION 106 CONSULTING PARTY

(Please Print)

Organization:	
Contact Name:	
Title:	
Address:	
Phone:	()
Email:	

Section 106 of the National Historic Preservation Act, as Amended, requires Federal agencies to consider the effect of their actions on properties listed on the National Register of Historic Places (NRHP) or eligible for listing on the NRHP. The Section 106 process encourages incorporation of historic preservation values into the project planning process by consultation among parties with an interest in the effects of the undertaking on historic properties.

Because consultation is a dynamic good-faith process of discussing options, considering multiple views, and seeking agreement among a variety of parties, your participation and constructive comments will be expected throughout the process. Please summarize your interest in historic properties as related to this undertaking.



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
ORV Management Plan

July 9, 2013

Dear

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement* (plan/DEIS). The plan/DEIS analyzes a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The plan/DEIS assesses the impacts that could result from continuing current management (the no-action alternative) or implementing any of the four action alternatives.

The NPS is coordinating the public involvement requirements of Section 106 of the National Historic Preservation Act (NHPA) through the agency's procedures under the National Environmental Policy Act in order to solicit public review and comment for this plan/DEIS. In addition the NHPA identifies consulting parties which may have an interest in the effects of the federal undertaking (the plan/DEIS) on historic properties. You are being contacted as a potential or invited consulting party in the further development of this plan/DEIS.

Following our consultation with the Arizona and Utah State Historic Preservation Offices, we wish to formally invite your participation and assistance with the following topics in accordance with Section 106 of the National Historic Preservation Act (NHPA):

1. Determining the scope of identification efforts (per 36CFR800.4(a)) to include determining the area of potential effects (APE) (per 36CFR800.4(a)(1)); and
2. Determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts (per 36CFR800.4(b)(1)).

At this stage in the development process of the plan/DEIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. Enclosed for your review is a document entitled "Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement." This document identifies the proposed parameters used to model the APE, provides a rationale for determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts, and recommends a strategy to initiate identification efforts.

Glen Canyon recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties.

Glen Canyon NRA has proposed an APE based on the action alternative offering the greatest potential for adverse effects across all alternative components. The APE is modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. For this plan/DEIS, separate parameters are established to model the APE for: 1) Accessible shorelines and Lone Rock Beach; 2) park roads and proposed ORV routes; and 3) Lone Rock Beach Play Area. We understand that as input is received from consulting parties and alternatives are refined, the APE may be adjusted accordingly.

The preliminary strategy for appropriate identification efforts also vary according to the three spheres of ORV use at Glen Canyon as reflected in the APE model. Inventory requirements, priorities, and strategies vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information. The proposed strategy will allow for further consultation to determine the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties pursuant with 36CFR800.4(b)(2).

For the state of Utah, relevant aspects of the proposed action include: accessible shorelines in Garfield, Kane, and San Juan counties; park roads in Garfield, Kane, San Juan, and Wayne counties, as well as Lone Rock Beach and play area in Kane County. For the state of Arizona, relevant aspects of the proposed action include park roads and proposed ORV routes in Coconino County.

We would like to request your input on: 1) determinations of the APE as defined at 36CFR800.16(d) and following the parameters provided in the "Clarification of Cultural Considerations" document; and 2) the proposed level of identification to assist planning efforts and aid in determining the appropriate level of effort for final identification and evaluation. Written comments can be submitted to Glen Canyon National Recreation Area, PO Box 1507, Page, AZ 86040.

In order to facilitate the consultation process, Glen Canyon will host a meeting in Page, AZ on August 22, 2013 for consulting parties. The meeting will also be webcast in order to provide additional opportunities for participation. If you are interested in attending the meeting in person or via webcast, please email Brian Carey at brian_carey@nps.gov so that we can provide you with additional logistical information.

We look forward to receiving your input on the planning process. We believe that your input will ensure that cultural resources are adequately considered during the planning process while meeting ORV management needs and objectives. If you wish to be kept apprised of the off-road vehicle management planning process, please visit Glen Canyon planning website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Brian Carey at 928-608-6209, or by email at brian_carey@nps.gov.

Sincerely,

Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

NATIONAL PARK SERVICE
Glen Canyon National Recreation Area
Rainbow Bridge National Monument
P.O. Box 1507
Page, Arizona 86040
(928) 608-6200



IN REPLY REFER TO:
ORV Management Plan

July 29, 2013

Jonathon B Ratner, Director
Western Watersheds Project – WY Office
PO Box 1160
Pinedale, AZ 82941

Dear Mr. Ratner,

The National Park Service (NPS) is continuing to develop the *Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan / Draft Environmental Impact Statement* (plan/DEIS). The plan/DEIS analyzes a range of alternatives and actions for managing off-road use of motor vehicles and on-road use of off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) at Glen Canyon National Recreation Area (Glen Canyon). The plan/DEIS assesses the impacts that could result from continuing current management (the no-action alternative) or implementing any of the four action alternatives.

The NPS is coordinating the public involvement requirements of Section 106 of the National Historic Preservation Act (NHPA) through the agency's procedures under the National Environmental Policy Act in order to solicit public review and comment for this plan/DEIS. In addition the NHPA identifies consulting parties which may have an interest in the effects of the federal undertaking (the plan/DEIS) on historic properties. You are being contacted as an invited consulting party in the further development of this plan/DEIS.

Following our consultation with the Arizona and Utah State Historic Preservation Offices, we wish to formally invite your participation and assistance with the following topics in accordance with Section 106 of the National Historic Preservation Act (NHPA):

1. Determining the scope of identification efforts (per 36CFR800.4(a)) to include determining the area of potential effects (APE) (per 36CFR800.4(a)(1)); and
2. Determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts (per 36CFR800.4(b)(1)).

At this stage in the development process of the plan/DEIS, Glen Canyon proposes a strategy for how to proceed toward compliance with Section 106 of NHPA. Enclosed for your review is a document entitled "Clarification of Cultural Resource Considerations for the Glen Canyon National Recreation Area Off-Road Vehicle Management Plan / Environmental Impact Statement." This document identifies the proposed parameters used to model the APE, provides a rationale for determining the agency's reasonable and good faith efforts to carry out appropriate identification efforts, and recommends a strategy to initiate identification efforts.

Glen Canyon recognizes that the potential effects on historic properties differ according to the scale and nature of ORV use designations and the extent of anticipated change in existing ORV use by alternative actions. Determinations of the APE and proposed strategies for appropriate identification efforts take into

account these factors and will vary depending on the proposed ORV activity and the density and nature of historic properties.

Glen Canyon NRA has proposed an APE based on the action alternative offering the greatest potential for adverse effects across all alternative components. The APE is modeled according to parameters relevant to the scale and nature of the undertaking, which facilitates the classification of modeling parameters based on the type and extent of anticipated impacts. For this plan/DEIS, separate parameters are established to model the APE for: 1) Accessible shorelines and Lone Rock Beach; 2) park roads and proposed ORV routes; and 3) Lone Rock Beach Play Area. We understand that as input is received from consulting parties and alternatives are refined, the APE may be adjusted accordingly.

The preliminary strategy for appropriate identification efforts also vary according to the three spheres of ORV use at Glen Canyon as reflected in the APE model. Inventory requirements, priorities, and strategies vary depending on the effect and nature of the proposed ORV activity and the expected density and nature of historic properties based on existing inventory information. The proposed strategy will allow for further consultation to determine the appropriate level of identification efforts, which may include the use of a phased approach to achieve final identification and evaluation of historic properties pursuant with 36CFR800.4(b)(2).

For the state of Utah, relevant aspects of the proposed action include: accessible shorelines in Garfield, Kane, and San Juan counties; park roads in Garfield, Kane, San Juan, and Wayne counties, as well as Lone Rock Beach and play area in Kane County. For the state of Arizona, relevant aspects of the proposed action include park roads and proposed ORV routes in Coconino County.

We would like to request your input on: 1) determinations of the APE as defined at 36CFR800.16(d) and following the parameters provided in the "Clarification of Cultural Considerations" document; and 2) the proposed level of identification to assist planning efforts and aid in determining the appropriate level of effort for final identification and evaluation. Written comments can be submitted to Glen Canyon National Recreation Area, PO Box 1507, Page, AZ 86040.

In order to facilitate the consultation process, Glen Canyon will host a meeting in Page, AZ on August 22, 2013 for consulting parties. The meeting will also be webcast in order to provide additional opportunities for participation. If you are interested in attending the meeting in person or via webcast, please email Brian Carey at brian_carey@nps.gov so that we can provide you with additional logistical information.

We look forward to receiving your input on the planning process. We believe that your input will ensure that cultural resources are adequately considered during the planning process while meeting ORV management needs and objectives. If you wish to be kept apprised of the off-road vehicle management planning process, please visit Glen Canyon planning website at <http://parkplanning.nps.gov/glca>. A copy of the draft EIS will be submitted for your review when available. If you should have questions or need any additional information, please contact Brian Carey at 928-608-6209, or by email at brian_carey@nps.gov.

Sincerely,



Todd W. Brindle
Superintendent

Enclosure



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Arizona Strip Field Office
345 East Riverside Drive
St. George, Utah 84790
www.blm.gov/az/



September 24, 2013

In Reply Refer To:
1220:A010

Mr. Todd W. Brindle, Superintendent
Glen Canyon National Recreation Area
PO Box 1507
Page, AZ 86040

RE: Strategy for Complying with Section 106 for development of the Glen Canyon National Recreation Area Off-road Vehicle (ORV) Management Plan/Draft EIS

Dear Mr. Brindle:

The Arizona Strip Field Office of the Bureau of Land Management (BLM) is in receipt of two letters from Glen Canyon National Recreation Area (NRA), one dated July 9, 2013 and the other dated September 10, 2013, requesting feedback on complying with Section 106 of the National Historic Preservation Act for Glen Canyon NRA's Off-road Vehicle Management Plan/Draft EIS. We also received a copy of the document "Clarification of Cultural Resource Consideration for the Glen Canyon NRA ORV Management Plan/Draft EIS" dated July 2013.

We concur with Glen Canyon's determination of the Area of Potential Effects and recommendation to use a phased cultural resource identification and inventory effort for routes in the Ferry Swale area. This includes the recommendation to conduct a Class III (intensive) inventory of all designated ORV routes in order to identify historic properties in the Ferry Swale area.

We value our working relationship with the National Park Service (NPS) in the Ferry Swale area and would like to continue to work with Glen Canyon NRA so that routes on NPS-administered lands that connect to routes on the BLM-administered portion of the Ferry Swale area have a corresponding designation to those made in our 2008 resource management plan (i.e., open for public use, closed, or limited to administrative use). This will facilitate public use of these routes.

If you require additional information, please contact Diana Hawks at (435) 688-3266, or by email at dhawks@blm.gov. If we can assist with cultural resource information or inventory efforts for the Ferry Swale area, please contact John Herron at (435) 688-3262 or by email at jherron@blm.gov.

Sincerely,

Lorraine M. Christian
Field Manager

OTHER FEDERAL AGENCY CORRESPONDENCE

U.S. Environmental Protection Agency Correspondence

U.S. Army Corps of Engineers Correspondence



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 8

1595 Wynkoop Street
DENVER, CO 80202-1129
Phone 800-227-8917
<http://www.epa.gov/region08>

SEP 20 2007

Ref: EPR-N

Kevin Schneider
ORV Management Plan
Glen Canyon NRA
P.O. Box 1507
Page, AZ 86040-1507

RE: Glen Canyon NRA Off-Road Vehicle Management
Scoping Comments

Dear Mr. Schneider:

The U.S. Environmental Protection Agency Region 8 (EPA) has reviewed the *Notice of Intent to Prepare an Environmental Impact Statement (EIS)* for the Glen Canyon National Recreation Area (NRA) Off-Road Vehicle (ORV) Management project. We provide these comments in anticipation of our review of the Draft EIS (DEIS) and in accordance with our authorities and responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act.

The popularity of ORVs has increased dramatically since the 1981 Environmental Assessment and Development Concept Plan (EA/DCP) designated the 180-acre ORV high-intensity use area that runs contiguous to the Lone Rock Beach shoreline. A 1988 EA/DCP which governs use at 20 accessible shoreline locations also permits ORV use at some of those locations. EPA supports Glen Canyon NRA's effort to address motorized use resource impacts at these areas and evaluate alternatives to managing All-Terrain Vehicle (ATV) travel on the NRA's 388-mile road network. This effort is also consistent with 36 CFR 4.10, which prohibits all off-road travel except on routes and areas designated by special regulation as open to ORV use, and changes in the Arizona and Utah state traffic codes. EPA notes that the trend of increased ORV use is expected to continue, due to population growth, advances in recreation technology, increased availability of information and improved access to remote areas.

EPA supports the transition from unmanaged motorized recreation to restricted travel. Restricted or limited travel is necessary to ensure that Glen Canyon's resources are protected and that other non-motorized recreation is accommodated. Unmanaged ORV use on federal lands can cause unplanned roads and trails, erosion, damaged shorelines, soils and stream channels, and

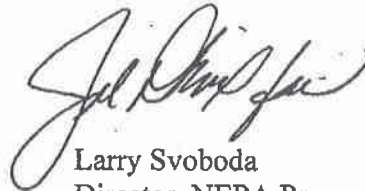
degradation of recreational experiences such as horseback riding, fishing, boating, camping, swimming and hunting.

EPA's primary focus in reviewing the DEIS will be to assess how well the proposed ORV management plan:

- Identifies and describes prevention or mitigation of adverse impacts from ORVs to soils, watersheds, vegetation, wildlife habitat, water quality, cultural resources and other assets of the Glen Canyon NRA. The DEIS should provide water quality data for the water bodies of Glen Canyon NRA, particularly at the Lone Rock Beach shoreline to understand how the current, unrestricted ORV access has impacted the resource. The analysis should look at the impact of fluctuating lake levels on ORVs access to shoreline areas and how those changes have impacted soils, vegetation and water quality.
- Addresses in sufficient detail the direct, indirect and cumulative impacts of the various alternatives.
- Fulfills the requirements of 36 CFR 4.10 as described above, and prohibits "the operation of motor vehicles in a manner that causes unreasonable damage to the surface of a park road or route." The DEIS should clearly describe the current condition of land and water resources where ORVs have historically had unrestricted access to determine whether any unreasonable damage has occurred, and whether a change in management is warranted to protect the resources.
- Provides for enforcement of the ORV route network and monitoring of impacts to ensure natural resources are protected. EPA encourages the Glen Canyon NRA to consider enforcement a significant issue driving the analysis of alternatives for motorized travel management.

We appreciate your willingness to consider our comments at this stage of your planning process. These comments are intended to help ensure a comprehensive assessment of the project's environmental impacts, adequate public disclosure and an informed decision-making process for alternative selection. If you would like to discuss our comments, please feel free to contact Jody Ostendorf of my staff at (303) 312-7814.

Sincerely,



Larry Svoboda
Director, NEPA Program
Office of Ecosystems Protection and Remediation



"Hellige, Kara A SPK"
<Kara.A.Hellige@usace
.army.mil>

10/10/2007 04:33 PM
MST

To: <Brian_Sweatland@nps.gov>, <Barbara_Wilson@nps.gov>
cc:
Subject: RE: Off-Road Vehicle planning at Glen Canyon

Brian:

Thanks for contacting me.

I hope I can clarify your questions regarding our relationship with the NPS at Glen Canyon.

Any activity below the spillway elevation of 3,700' requires a Department of the Army permit under Section 10 of the Rivers and Harbors Act and potentially Section 404 of the Clean Water Act. The purpose for Section 10 of the Rivers and Harbors Act is to protect navigability within our nations waterways. Section 404 of the Clean Water Act protects the chemical, physical, and biological integrity of our nations waters. If the project involves grading, cutting, or filling for roads or the installation of associated infrastructure, below the 3,700' elevation, a DA permit will be needed. Depending on the nature of the project, we may have to review the project as an Individual Permit, which requires us to do a full NEPA assessment on the project. If this is the case, I would like to be able to combine NEPA measures and potentially act as a coordinating agency for your EIS process. If activities below the 3,700' elevation is minimal and work can be conducted under our Nationwide Permit Program, then I do not need to be involved in your NEPA assessment.

Please let me know if we should be an active partner or keep me updated as the EIS develops further.

If you have any questions, please do not hesitate to contact me.

Sincerely

Kara Hellige
Durango Regulatory Field Office
Sacramento District
799 E 3rd Street, #2
Durango, Colorado 81301
(970)375-9452 (phone)
(970)375-9531 (fax)

-----Original Message-----

From: Brian_Sweatland@nps.gov [mailto:Brian_Sweatland@nps.gov]
Sent: Wednesday, October 10, 2007 8:43 AM
To: Hellige, Kara A SPK
Subject: Off-Road Vehicle planning at Glen Canyon

Good Morning Kara:

Barb Wilson just provided to me your business card, and told me of your interest in our ORV EIS at Glen Canyon. I have attached a scoping brochure that provides some information on the subject.

I'm interested in learning more about the relationship and jurisdictions between the USACE and NPS at Glen Canyon. I understand the

USACE has jurisdiction below 3,700 (?).

Part of the need for this EIS is the lower lake level, and how that has affected our management of our accessible shorelines, or those areas where we allow the public to drive down to the Lake Powell shoreline for camping and fishing and whatnot. At full pool, many of these accessible shorelines have natural topographical barriers which limit the space or size of the accessible shoreline area, and prevent people essentially from driving cross country for miles and miles. The lower water levels have changed a lot of the topography associated with our accessible shoreline areas, and we are going to study how to manage these areas.

Let me know if you have any questions or concerns. I look forward to working with you.

Brian S.

(See attached file: GLCA ORV brochure.pdf)

Brian Sweatland
Outdoor Recreation Planner
Glen Canyon National Recreation Area
PO Box 1507
Page, AZ 86040
(928) 608-6342



William_Austin@fws.gov
01/31/2008 03:17 PM

To Kate_Schwager@fws.gov
cc Betsy_Herrmann@fws.gov, Brenda_Smith@fws.gov,
Brian_Sweatland@nps.gov, Elise_Boeke@fws.gov,
Laura_Romin@fws.gov
bcc

Subject Re: Glen Canyon OHV EIS Project

Brian: Your message to Kate indicates the proposed action includes all of GLCA in Utah. Does it not also include the portion of GLCA in Arizona? If it does include Arizona, there may be additional species to consider. For example, Brady pincushion cactus occurs in GLCA in Arizona. Our county lists can be found at <http://www.fws.gov/southwest/es/arizona/Threatened.htm> (click on the county of interest on the map). Please let me know if we can help you further with species lists or anything else. Although Kate's office is likely to be the FWS lead for the project, Kate is correct in stating that we would like to be involved if the project also occurs in Arizona. Thanks. Bill

William Austin
U.S. Fish and Wildlife Service
323 N. Leroux, Suite 201
Flagstaff AZ 86001
928-226-0614 x102
fax: 928-226-1099

Kate
Schwager/R6/FWS/D
OI

01/31/2008 10:33
AM

Brian_Sweatland@nps.gov

William Austin/R2/FWS/DOI@FWS,
Betsy Herrmann/R6/FWS/DOI@FWS,
Brenda Smith/R2/FWS/DOI@FWS, Elise
Boeke/R6/FWS/DOI@FWS, Laura
Romin/R6/FWS/DOI@FWS

Subject

Glen Canyon OHV EIS Project
(Document link: William Austin)

Hello Brian,
I did get your voicemail today and will give you a call back. In the mean time, here is an updated species list for Utah and some additional information. I have also cc'd Betsy Herrmann in my office (Betsy works on all EIS projects in our office and may be the lead for Utah on this one)

APPENDIX B: GLEN CANYON NATIONAL RECREATION AREA MANAGEMENT AND OPERATIONS

Management of recreational uses, including off-road use, requires the participation of every Glen Canyon division. Glen Canyon staff provides the full scope of functions and activities to accomplish management objectives and meet the requirements of law enforcement, emergency services, public health and safety, scientific research, resource protection and management, visitor services, interpretation and education, community services, utilities, housing, and fee collection. Management of Glen Canyon requires the participation of seven Glen Canyon divisions: (1) Superintendent's Office, (2) Administration, (3) Business Management, (4) Facility Management, (5) Interpretation, Education, and Partnerships, (6) Science and Resource Management, and (7) Visitor and Resource Protection. Although not every division expends resources directly on the management of off-road use, every division at a minimum provides support to those divisions and individual employees who do have a direct role in the management of off-road use in Glen Canyon.

Glen Canyon staff provides the full scope of functions and activities to accomplish management objectives.

STAFF AND FUNDING

Operating on an annual budget of approximately \$11.6 million in fiscal year 2011 (October 2010–October 2011), the staff of Glen Canyon provides the full scope of activities and functions needed to accomplish management objectives and fulfill the mission of Glen Canyon. Although staff numbers fluctuate from year to year and vary seasonally, generally there are 121 full-time employees on staff, with an additional 118 employees who work seasonally. Glen Canyon staff work in one of seven divisions, each with its own operational responsibilities. Table B1 shows staffing levels by Glen Canyon division.

TABLE B1: STAFFING LEVELS AT GLEN CANYON NATIONAL RECREATION AREA (FISCAL YEAR 11)

Staff Type	Business Management	Administration	Science and Resource Management	Interpretation, Education, and Partnerships	Visitor and Resource Protection	Facility Management	TOTAL
Full Time	5	10	8	6	45	47	121
Seasonal	0	2	31	14	38	33	118

SUPERINTENDENT'S OFFICE

The Superintendent's Office is responsible for the full scope of managing Glen Canyon and its employees, and maintains relationships with people, agencies, and organizations interested in Glen Canyon. The Superintendent's Office also develops short- and long-term plans for resource protection and visitor management.

ADMINISTRATION

The Administration division provides administrative services in the areas of budget, finance, information technology, property management, radio/telephone communications and geographical information systems (GIS). This division also serves as the liaison to National Park Service (NPS) human resource and contracting offices.

BUSINESS MANAGEMENT

The Business Management division provides oversight and management of all concession contracts, commercial use authorizations and other business ventures within Glen Canyon. This division also issues and monitors special use permits, rights-of-way, and commercial film permits. This division would administer any off-road vehicle (ORV) permit system established in this plan/DEIS.

FACILITY MANAGEMENT

In an average year, there are 52 full-time and 13 seasonal NPS facility management employees working in Glen Canyon. Along with their normal duties, facility management employees are responsible for a variety of functions and services related to off-road use in Glen Canyon. These activities include, but are not limited to: facility upkeep, sign construction and repair, sanitation services, road maintenance, construction and maintenance of fences and other structures designed to control access, and restoration of disturbed areas. Facility management employees are stationed throughout Glen Canyon at the developed areas, including the Wahweap district in Arizona and the Halls Crossing, Bullfrog, and Hite districts in Utah.

Several ORV accessible shoreline sites currently have limited facilities in place. Lone Rock Beach, Stanton Creek, and the currently closed Bullfrog North and South sites have restroom facilities, gates or fencing, and trash receptacles. Lone Rock Beach has an outdoor shower facility. Many of the ORV accessible shoreline sites have signs to provide information and inform visitors about Glen Canyon regulations. All these facilities are routinely inspected and maintained.

The majority of road maintenance for the unpaved general management plan (GMP) roads is performed by the counties on a limited and intermittent basis, and generally involves grading the roadbed. Glen Canyon does maintain the switchbacks on the Flint Trail in the Orange Cliffs Special Management Unit, and a number of high-use gravel roads (e.g., Sunset Overlook, Chains Area, Stanton Creek Access Road, Bullfrog North/South Access Road, and a number of administrative roads).

INTERPRETATION, EDUCATION, AND PARTNERSHIPS

The Interpretation, Education, and Partnerships division is responsible for the development and dissemination of materials related to visitor activities and visitor use, Glen Canyon rules and regulations, and area resources. It also maintains partnerships with organizations to provide stewardship of Glen Canyon resources and facilitates visitor enjoyment of these resources. During the high visitation season, interpretation employs approximately 6 full-time and 14 seasonal individuals who work and interact with the public. The staff also disseminates information pertaining to Glen Canyon resources and visitor activities through nonpersonal media such as the Glen Canyon newspaper, park brochure, social media, and website (www.nps.gov/glca).

SCIENCE AND RESOURCE MANAGEMENT

The Science and Resource Management division is charged with the inventory and monitoring of all natural and cultural resources throughout the 1.25-million-acre recreation area to ensure that natural and cultural resources within Glen Canyon remain unaffected by impacts due to visitor use. The staff of approximately 8 full-time and 31 seasonal employees includes terrestrial and aquatic ecologists and biologists, ethnographic and cultural resource experts, and archeologists. The Science and Resource Management division would have the responsibility of restoring areas that have been damaged or otherwise impacted due to illegal off-road driving.

VISITOR AND RESOURCE PROTECTION

The Visitor and Resource Protection division, and specifically the commissioned Glen Canyon rangers, are responsible for enforcing Glen Canyon rules and applicable federal and state regulations, conducting frontcountry and backcountry patrols, and monitoring resource conditions and visitor use areas. These responsibilities include Glen Canyon operations related to off-road use in Glen Canyon. On average, Glen Canyon employs 25 full-time and 12 seasonal commissioned Visitor and Resource Protection staff.

Visitor and Resource Protection staff members are stationed throughout Glen Canyon. Ranger stations with the primary responsibility of patrolling backcountry use areas and roads are located at the Wahweap developed area in Arizona, the Halls Crossing, Bullfrog, and Hite uplake developed areas in Utah, and the Escalante interagency visitor center in Escalante, Utah.

The distribution of Visitor and Resource Protection staff is based on the levels of visitor use and the frequency of problems. Table B2 illustrates the distribution of Visitor and Resource Protection staff in the summer. This staff distribution reflects a snapshot in time for Fiscal Year 2013; staff members often are reallocated throughout the year as needs arise.

TABLE B2: DISTRIBUTION OF COMMISSIONED VISITOR AND RESOURCE PROTECTION STAFF IN GLEN CANYON NATIONAL RECREATION AREA

District	Number of Staff		Estimated Road Miles (%)
	Permanent	Seasonal	
Wahweap	7	5	24%
Bullfrog	5	4	13%
Halls Crossing / Hite	3	1	53%
Escalante	2	0	6%
Lees Ferry	2	0	2%
Dangling Rope	2	2	<2%
Headquarters	4	0	<2%

Backcountry patrols can be difficult and time-consuming. Many areas are remote, with limited access and rough roads requiring high-clearance, 4-wheel-drive vehicles for passage. A remote area such as Wilson Mesa or Copper Canyon may be patrolled by vehicle only twice a year, although overflights by Glen Canyon aircraft occur more frequently.

Glen Canyon is a proprietary jurisdiction recreation area. State laws and federal regulations applicable to motor vehicle operation, registration, and licensing are enforced. NPS rangers as well as state and local law enforcement officials enforce motor vehicle requirements throughout Glen Canyon.

MANAGEMENT AND OPERATION CONSIDERATIONS FOR ALTERNATIVE A

Under alternative A, no changes in staff numbers would be expected to occur for Glen Canyon operations divisions. Glen Canyon would continue to be overseen by the Superintendent's Office (which would be responsible for managing staff, all Glen Canyon programs, and relations with all persons, agencies, and organizations) and the following four divisions would be primarily involved in activities related to ORV management: Facility Management; Interpretation, Education, and Partnerships; Science and Resource Management; and Visitor and Resource Protection.

Use levels at the accessible shorelines would be expected to remain static as a result of the authorization of the current vehicle use at 15 existing accessible shorelines, including Lone Rock Beach and Lone Rock Beach Play Area. Two unauthorized areas (Nokai Canyon and Paiute Farms) would be closed and restored to natural conditions. Conventional motor vehicles, off-highway vehicles (OHVs) and street-legal all-terrain vehicles (ATVs) would be authorized to operate on approximately 53 miles of designated ORV routes in Ferry Swale. Street-legal ATVs would join conventional motor vehicles in using all GMP roads.

The Facility Management division would continue to be responsible for sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures designed to control access at accessible shoreline ORV areas. The division would be responsible for the installation and maintenance of road barriers and exclusionary fences at Nokai Canyon and Paiute Farms which would be restored to natural conditions. This division would have limited responsibilities related to sign construction and maintenance along GMP roads and ORV routes.

The Interpretation, Education, and Partnerships division would continue to have limited responsibilities for disseminating information regarding off-road use rules and regulations to visitors.

The Science and Resource Management division would continue the limited efforts at monitoring resource conditions and measuring the impacts of off-road use at and near ORV areas and routes. The cultural resource staff would conduct the mandated inventories for cultural resources at Red Canyon and Hite Boat Ramp ORV areas and on approximately 41 miles of unsurveyed ORV routes in Ferry Swale. The natural resource staff would monitor the restored areas at Nokai Canyon and Paiute Farms for listed noxious weeds and new invasive plant species, and implement an early detection and rapid response system to minimize the establishment and spread of new invasive species.

The Visitor and Resource Protection division would continue to conduct daily patrols and maintain an enforcement presence at Lone Rock Beach and the Lone Rock Beach Play Area and along GMP roads and Ferry Swale ORV routes. Routinely accessing the remote ORV areas along the southern shore of Lake Powell would remain beyond the scope of limited staffing resources. If the Bullfrog North and South and the Crosby Canyon ORV areas are open for use due to higher water levels at Lake Powell, past experience with visitor use at these popular sites would dictate a greatly expanded ranger presence for education, enforcement and visitor use management.

TABLE B3: STAFF ACTIVITIES FOR ALTERNATIVE A: NO ACTION

Park Management and Administration	Park Management and Administration staff would continue to have limited involvement in ORV management activities and related agency liaison, policy interpretation and public relations. Limited administrative support would be available for overhead activities such as payroll administration, human resource functions and contracting/purchasing.
Facility Management	Facility Management staff would continue a limited involvement in sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures.
Interpretation, Education, and Partnerships	Limited information would be disseminated through, newspaper articles, website and social media messaging.
Cultural Resource Management	Cultural resource staff would conduct limited monitoring of archeological sites. Archeological inventories would be undertaken at ORV areas and routes that have not previously been surveyed.
Natural Resource Management	Natural resource staff would conduct limited monitoring of ORV areas and routes for the presence of listed noxious weeds, special-status species and the conditions of geologic, soil, soundscape, wilderness, and paleontological resources.
Visitor and Resource Protection	Rangers would conduct patrols and maintain a limited enforcement presence along GMP roads and at ORV areas and routes.

MANAGEMENT AND OPERATION CONSIDERATIONS FOR ALTERNATIVE B

Under alternative B, limited changes in staff numbers would be expected to occur for Glen Canyon operations divisions and substantial implementation costs would be incurred to close and monitor existing areas of off-road use. It is likely that additional funding would be sought.

Glen Canyon would continue to be overseen by the Superintendent's Office (which would be responsible for managing staff, all Glen Canyon programs, and relations with all persons, agencies, and organizations) and the following four divisions would be primarily involved in activities related to ORV management: Facility Management; Interpretation, Education, and Partnerships; Science and Resource Management; and Visitor and Resource Protection.

The Facility Management division would continue to be responsible for sign construction and maintenance along GMP roads. The division would be responsible for the installation and maintenance of road barriers and exclusionary fences at former off-road use areas along the Lake Powell Shoreline and in Ferry Swale that are being restored to natural conditions.

The Interpretation, Education, and Partnerships division would continue to be responsible for disseminating information regarding off-road use rules and regulations to visitors.

The Science and Resource Management division would continue to be responsible for monitoring resource conditions at or near former off-road areas and routes. Cultural resource staff would conduct periodic monitoring of National Register eligible archeological sites. The natural resource staff would monitor areas and routes slated for restoration for listed noxious weeds and new invasive plant species, and implement an early detection and rapid response system to minimize the establishment and spread of new invasive species. Natural and cultural resource staff would conduct the required clearances for sites designated for the installation of signs and barriers.

The Visitor and Resource Protection division would continue to conduct daily patrols and maintain an enforcement presence along GMP roads and at or near former off-road use areas and routes.

TABLE B4: STAFF ACTIVITIES FOR ALTERNATIVE B: NO OFF-ROAD USE

Park Management and Administration	Park Management and Administration staff would be involved in ORV management activities and related agency liaison, policy interpretation and public relations. Administrative support would be available for overhead activities such as payroll administration, human resource functions and contracting/purchasing.
Facility Management	Facility Management staff would be involved in sign construction and maintenance and the installation and maintenance of road barriers and exclusionary fences at former off-road use areas.
Interpretation, Education, and Partnerships	Information would be disseminated through newspaper articles, website and social media messaging.
Cultural Resource Management	Cultural Resource Management staff would conduct periodic monitoring of archeological sites. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Natural Resource Management	Natural Resource Management staff would monitor former off-road use areas and routes for listed noxious weeds and new invasive plant species and minimize the establishment and spread of new invasive species. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Visitor and Resource Protection	Rangers would conduct patrols and maintain an enforcement presence along GMP roads and at or near former off-road use areas and routes.

MANAGEMENT AND OPERATION CONSIDERATIONS FOR ALTERNATIVE C

Under alternative C, substantial changes in staff numbers would be expected to occur for Glen Canyon operations divisions, and it is likely that additional funding would be sought. A special use permit system would be established to partially recover costs incurred by the education, enforcement, monitoring, site improvement and other actions called for in the plan/DEIS.

Glen Canyon would continue to be overseen by the Superintendent's Office (which would be responsible for managing staff, all Glen Canyon programs, and relations with all persons, agencies, and organizations) and the following five divisions would be primarily involved in activities related to ORV management: Business Management; Facility Management; Interpretation, Education, and Partnerships; Science and Resource Management; and Visitor and Resource Protection.

At current staffing levels, Glen Canyon would require additional funding and staff to address all ORV management activities called for in the plan/DEIS. Use levels at the accessible shorelines would be expected to increase as a result of the authorization of 17 accessible shorelines to conventional motor vehicles, OHVs, and street-legal ATVs. Because conventional motor vehicles, OHVs, and street-legal ATVs would be authorized to operate on approximately 15 miles of designated ORV routes in Ferry Swale and on approximately 437 miles of GMP roads (including roads in the Orange Cliffs Special Management Unit), responsibilities for all operational divisions would increase. Additional costs would be incurred to close and restore approximately 38 miles of ORV routes in Ferry Swale to natural conditions.

The Business Management division would be responsible for issuing permits to all authorized vehicles for the ORV areas at Lone Rock Beach, Lone Rock Beach Play Area, and the accessible shorelines, and for the ORV routes at Ferry Swale which would create an additional workload for this division.

The Facility Management division would continue to be responsible for sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures designed to control access at accessible shoreline ORV areas. This division would have increased responsibilities related to sign construction and maintenance along GMP roads and ORV routes. The division would be responsible for the installation and maintenance of road barriers and exclusionary fences at former off-road routes in Ferry Swale that are being restored to natural conditions.

The Interpretation, Education, and Partnerships division would continue to be responsible for disseminating information regarding off-road use rules and regulations to visitors. Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads and ORV routes. Information site bulletins, newspaper and magazine articles, website development, and social media messaging would all be components of an increased public awareness campaign. Partnerships would be established and nurtured with neighboring agencies, local jurisdictions, chambers of commerce, national organizations, and user groups to accomplish the plan/DEIS objectives. This division would have increased responsibilities for monitoring the quality of the visitor experience in and near ORV areas and routes.

The Science and Resource Management division would continue to be responsible for monitoring resource conditions and measuring the impacts of off-road use at and near ORV areas and routes. Cultural resource staff would conduct semi-annual monitoring of National Register-eligible archeological sites. Archeological inventories would be undertaken at ORV areas and routes that have not previously been surveyed. The natural resource staff would monitor designated ORV areas and routes as well as routes slated for restoration for listed noxious weeds and new invasive plant species, and implement an early detection and rapid response system to minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status species (e.g., desert bighorn sheep, California condor,

Mexican spotted owl) would be monitored in and near off-road use areas. Natural and cultural resource staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.

The Visitor and Resource Protection division would continue to conduct daily patrols and maintain an enforcement presence at Lone Rock Beach and the Lone Rock Beach Play Area. Accessing the remote accessible shoreline areas along the southern shore of Lake Powell would require additional staffing resources. If the Bullfrog North and South and the Crosby Canyon ORV areas are open for use due to higher water levels at Lake Powell, past experience with visitor use at this popular site would dictate a greatly expanded ranger presence for education, enforcement and visitor use management. This division would have increased responsibilities for monitoring visitor health and safety in and near ORV areas and routes.

TABLE B5: STAFF ACTIVITIES FOR ALTERNATIVE C: INCREASED MOTORIZED ACCESS

Park Management and Administration	Park Management and Administration staff would be routinely involved in ORV management activities, agency liaison, policy interpretation and public relations. Administrative support would be required for overhead activities such as payroll administration, human resource functions and contracting/purchasing.
Business Management	A special use permit system would be implemented and administered by the Business Management division for the issuance of ORV permits.
Facility Management	Facility Management staff would be involved in sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures.
Interpretation, Education, and Partnerships	Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads and ORV routes. Staff would develop information site bulletins, newspaper and magazine articles, website development and social media messaging. Partnerships would be established and nurtured.
Cultural Resource Management	Cultural Resource Management staff would conduct semi-annual monitoring of archeological sites. Archeological inventories would be undertaken at ORV areas and routes that have not previously been surveyed. Staff would conduct the required clearances for sites designated for the installation of signs, barriers, or information infrastructure.
Natural Resource Management	Natural Resource Management staff would monitor ORV areas and routes for listed noxious weeds and new invasive plant species and minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status plant and animal species would be monitored. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Visitor and Resource Protection	Rangers would conduct patrols and maintain an enforcement presence at ORV areas and routes. Some sites would require a greatly expanded ranger presence for education, enforcement, visitor use management and monitoring visitor health and safety.

MANAGEMENT AND OPERATION CONSIDERATIONS FOR ALTERNATIVE D

Under alternative D, limited changes in staff numbers would be expected to occur for Glen Canyon operations divisions, and it is likely that additional funding would be sought. A special use permit system would be established to partially recover costs incurred by the education, enforcement, monitoring, site improvement and other actions called for in the plan/DEIS.

Glen Canyon would continue to be overseen by the Superintendent's Office (which would be responsible for managing staff, all Glen Canyon programs, and relations with all persons, agencies, and organizations) and the following five divisions would be primarily involved in activities related to ORV management: Business Management; Facility Management; Interpretation, Education, and Partnerships; Science and Resource Management; and Visitor and Resource Protection.

At current staffing levels, Glen Canyon would require additional funding and staff to address all ORV management activities called for in the plan/DEIS. Use levels at the accessible shorelines would be expected to decrease moderately as a result of only authorizing five accessible shorelines to conventional motor vehicles. Additional costs would be incurred to close and restore to natural conditions existing user-created ORV routes in Ferry Swale.

The Business Management division would be responsible for issuing permits to all authorized vehicles for the ORV areas at Lone Rock Beach and the accessible shorelines which would create an additional workload for this division.

The Facility Management division would continue to be responsible for sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures designed to control access at accessible shoreline ORV areas. The division would be responsible for the installation and maintenance of road barriers and exclusionary fences at former ORV routes in Ferry Swale that are being restored to natural conditions.

The Interpretation, Education, and Partnerships division would continue to be responsible for disseminating information regarding off-road use rules and regulations to visitors. Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads and ORV routes. Information site bulletins, newspaper and magazine articles, website development and social media messaging would all be components of an increased public awareness campaign. Partnerships would be established and nurtured with neighboring agencies, local jurisdictions, chambers of commerce, national organizations and user groups to accomplish the plan/DEIS objectives. This division would have increased responsibilities for monitoring the quality of the visitor experience in and near ORV areas and routes.

The Science and Resource Management division would continue to be responsible for monitoring resource conditions and measuring the impacts of off-road use at and near ORV areas. Cultural resource staff would conduct semi-annual monitoring of National Register eligible archeological sites. Archeological inventories would be undertaken at ORV areas that have not previously been surveyed. The natural resource staff would monitor designated ORV areas as well as areas and routes slated for restoration for listed noxious weeds and new invasive plant species, and implement an early detection and rapid response system to minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status species (e.g., desert bighorn sheep, California condor, Mexican spotted owl) would be monitored in and near off-road use areas. Natural and cultural resource staff would conduct the required clearances for sites designated for the installation of signs, barriers, or information infrastructure.

The Visitor and Resource Protection division would continue to conduct daily patrols and maintain an enforcement presence at Lone Rock Beach. The division would continue to conduct daily patrols and maintain an enforcement presence along GMP roads and at or near former off-road use areas and routes.

TABLE B6: STAFF ACTIVITIES FOR ALTERNATIVE D: DECREASED MOTORIZED ACCESS

Park Management and Administration	Park Management and Administration staff would be routinely involved in ORV management activities, agency liaison, policy interpretation and public relations. Administrative support would be required for overhead activities such as payroll administration, human resource functions and contracting/purchasing.
Business Management	A special use permit system would be implemented and administered by the Business Management division for the issuance of ORV permits.
Facility Management	Facility Management staff would be involved in sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures.
Interpretation, Education, and Partnerships	Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads. Staff would develop information site bulletins, newspaper and magazine articles, website development and social media messaging. Partnerships would be established and nurtured.
Cultural Resource Management	Cultural Resource Management staff would conduct semi-annual monitoring of archeological sites. Archeological inventories would be undertaken at ORV areas that have not previously been surveyed. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Natural Resource Management	Natural Resource Management staff would monitor ORV areas and former off-road use areas and routes for listed noxious weeds and new invasive plant species and minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status plant and animal species would be monitored. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Visitor and Resource Protection	Rangers would conduct patrols and maintain an enforcement presence along GMP roads and at designated ORV areas, and at or near former off-road use areas and routes.

MANAGEMENT AND OPERATION CONSIDERATIONS FOR ALTERNATIVE E

Under alternative E, substantial changes in staff numbers would be expected to occur for Glen Canyon operations divisions, and it is likely that additional funding would be sought. A special use permit system would be established to partially recover costs incurred by the education, enforcement, monitoring, site improvement and other actions called for in the plan/DEIS.

Glen Canyon would continue to be overseen by the Superintendent's Office (which would be responsible for managing staff, all Glen Canyon programs, and relations with all persons, agencies, and organizations) and the following five divisions would be primarily involved in activities related to ORV management: Business Management; Facility Management; Interpretation, Education, and Partnerships; Science and Resource Management; and Visitor and Resource Protection.

At current staffing levels, Glen Canyon would require additional funding and staff to address all ORV management activities called for in the plan/DEIS. Use levels at the accessible shorelines would be expected to increase as a result of the authorization of 16 accessible shorelines to conventional motor vehicles and street-legal ATVs (with OHV use continuing at Lone Rock Beach and Lone Rock Beach Play Area). Because conventional motor vehicles, OHVs, and street-legal ATVs would be authorized to operate on 15 miles of designated ORV routes in Ferry Swale

and on 380 miles of unpaved GMP roads, responsibilities for all operational divisions would increase. Additional costs would be incurred to close and restore 38 miles of ORV routes in Ferry Swale.

The Business Management division would be responsible for issuing permits to all authorized vehicles for the ORV areas at Lone Rock Beach, Lone Rock Beach Play Area, and the accessible shorelines, and for the ORV routes at Ferry Swale which would create an additional workload for this division.

The Facility Management division would continue to be responsible for sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures designed to control access at accessible shoreline ORV areas. This division would have increased responsibilities related to sign construction and maintenance along GMP roads and ORV routes. The division would be responsible for the installation and maintenance of road barriers and exclusionary fences at former off-road routes in Ferry Swale that are being restored to natural conditions.

The Interpretation, Education, and Partnerships division would continue to be responsible for disseminating information regarding off-road use rules and regulations to visitors. Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads and ORV routes. Information site bulletins, newspaper and magazine articles, website development and social media messaging would all be components of an increased public awareness campaign. Partnerships would be established and nurtured with neighboring agencies, local jurisdictions, chambers of commerce, national organizations and user groups to accomplish the plan/DEIS objectives. This division would have increased responsibilities for monitoring the quality of the visitor experience in and near ORV areas and routes.

The Science and Resource Management division would continue to be responsible for monitoring resource conditions and measuring the impacts of off-road use at and near ORV areas and routes. Cultural resource staff would conduct semi-annual monitoring of National Register eligible archeological sites. Archeological inventories would be undertaken at ORV areas and routes that have not previously been surveyed. The natural resource staff would monitor designated ORV areas and routes as well as areas slated for restoration for listed noxious weeds and new invasive plant species, and implement an early detection and rapid response system to minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status species (e.g., desert bighorn sheep, California condor, Mexican spotted owl) would be monitored in and near off-road use areas. Natural and cultural resource staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.

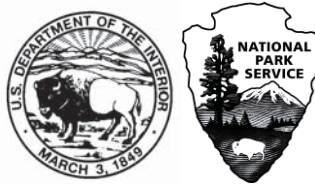
The Visitor and Resource Protection division would continue to conduct daily patrols and maintain an enforcement presence at Lone Rock Beach and the Lone Rock Beach Play Area. Accessing the remote accessible shoreline areas along the southern shore of Lake Powell would require additional staffing resources. If the Bullfrog North and South and the Crosby Canyon ORV areas are open for use due to higher water levels at Lake Powell, past experience with visitor use at these popular sites would dictate a greatly expanded ranger presence for education, enforcement and visitor use management. This division would have increased responsibilities for monitoring visitor health and safety in and near ORV areas and routes.

TABLE B7: STAFF ACTIVITIES FOR ALTERNATIVE E: MIXED USE (NPS PREFERRED ALTERNATIVE)

Park Management and Administration	Park Management and Administration staff would be routinely involved in ORV management activities, agency liaison, policy interpretation and public relations. Administrative support would be required for overhead activities such as payroll administration, human resource functions and contracting/purchasing.
Business Management	A special use permit system would be implemented and administered by the Business Management Division for the issuance of ORV permits.
Facility Management	Facility Management staff would be involved in sign construction and repair, sanitation services, site maintenance, and the construction and maintenance of fences and other structures
Interpretation, Education, and Partnerships	Informational and educational material would be developed for on-site kiosks at ORV areas and along GMP roads and ORV routes. Staff would develop information site bulletins, newspaper and magazine articles, website development and social media messaging. Partnerships would be established and nurtured.
Cultural Resource Management	Cultural Resource Management staff would conduct semi-annual monitoring of archeological sites. Archeological inventories would be undertaken at ORV areas and routes that have not previously been surveyed. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Natural Resource Management	Natural Resource Management staff would monitor designated and former ORV areas and routes for listed noxious weeds and new invasive plant species and minimize the establishment and spread of new invasive species. Aerial and ground surveys would be conducted in order to monitor visitor use and the effectiveness of mitigation measures instituted to protect geologic, soil, soundscape, wilderness, and paleontological resources. Special-status plant and animal species would be monitored. Staff would conduct the required clearances for sites designated for the installation of signs, barriers or information infrastructure.
Visitor and Resource Protection	Rangers would conduct patrols and maintain an enforcement presence at ORV areas and routes. Some sites would require a greatly expanded ranger presence for education, enforcement, visitor use management and monitoring visitor health and safety.

TABLE B8: MANAGEMENT AND OPERATIONS COSTS BY ALTERNATIVE

	Alternative A	Alternative B	Alternative C	Alternative D	Alternative E
Management and Administration					
One-time costs					
Recurring costs	1,220	14,060	79,420	43,620	79,390
Business Management					
One-time costs			45,000	45,000	45,000
Recurring costs			73,000	73,000	73,000
Facility Management					
One-time costs	9,640	389,020	546,870	486,980	529,700
Recurring costs	620	18,530	60,400	39,420	59,460
Interpretation, Education and Partnerships					
One-time costs		6,000	59,500	17,500	56,000
Recurring costs		16,000	134,000	134,400	134,000
Cultural Resource Management					
One-time costs	66,540		32,720	15,020	37,720
Recurring costs		7,940	37,030	7,940	37,030
Sect 106 compliance for ground disturbance	10,020	111,810	81,030	106,940	82,080
Natural Resource Management					
One-time costs					
Recurring costs	11,550	98,150	61,250	82,770	61,820
Visitor and Resource Protection					
One-time costs			95,000	90,000	95,000
Recurring costs			428,550	99,070	428,550
Total Start-up Costs (First Two Years)	102,960	704,380	2,526,390	1,614,140	2,504,920
Total Recurring Annual Costs	13,390	154,680	873,650	479,820	873,250



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering wise use of our land and water resources, protecting our fish and wildlife, preserving the environmental and cultural values of our national parks and historic places, and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people. The department also promotes the goals of the Take Pride in America campaign by encouraging stewardship and citizen responsibility for the public lands and promoting citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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